VOLUME XXXVII APRIL, 1928 NUMBER 151

The CAVALRY JOURNAL

Devoted to the Interests of the Cavalry, to the Professional Improvement of Its Officers and Men, and to the Advancement of the Mounted Service Generally

EDITOR PRO TEM
Major K. G. EASTHAM, Cavalry

Copyright, 1928, by
The United States Cavalry Association

Published querterly by the United States Cavalry Association. Editor Pro Tem, Major K. G. Eastham, Cavalry. Entered as second-class matter at the post-office at Baltimore Md., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized May 29, 1920.
Office of Publication, Baltimore, Md. Editorial Office, Washington, D. C.
$2.50 per year; single copy, 75c. Foreign Postage, 25c Additional

This Cavalryman

Is A Weapons Expert

You Can Be One Too

By Joining

THE UNITED STATES CAVALRY ASSOCIATION

Or By Reading The Coming Weapons Number of

The CAVALRY JOURNAL

To U. S. Cavalry Association, (Date) .....
1624 H St., N. W., Washington, D. C.

FOR MEMBERSHIP IN THE U. S. CAVALRY ASSOCIATION

I hereby apply for membership in the U. S. Cavalry Association in the class for which I am eligible (see back of next page). Please find enclosed $2.50 for one year's dues (to include subscription to the Cavalry Journal).

Name .....

Rank and Organization .....

Number and Street .....

City and State .....

FOR SUBSCRIPTION TO THE CAVALRY JOURNAL

Please find enclosed $2.50 for one year's subscription to the Cavalry Journal.

Name .....

Number and Street .....

City and State .....

FOR CHANGE OF ADDRESS

Please change my address to the following:

Name .....

Number and Street .....

City and State .....

Please notify us at once of change of address

CONTENTS FOR APRIL, 1928

VOL. XXXVII, No. 151

THE BOND ..... Frontispiece

Page

EQUINE TYPES 169
Major A. A. Cedarwald, Q. M. C. Reserves

THE TENDERFOOT 178
F. W. Lafrentz

THE HURRICANE DECK OF A BRONC 179

SOME DOES—SOME DOESN'T 180
Lieutenant Colonel J. A. Barry, Cavalry

CARE OF THE HORSE'S FEET 186
Major Frank G. Churchill, Q. M. C. Reserves

HORSE SHOW JUDGING 195
Major Adna R. Chaffee (Cavalry), G. S. C.

THE HUNTER 200
Major D. W. McEnery, M. C.

OFFICERS' CHARGERS 206
Lieutenant Colonel Gordon Johnston, Cavalry

THE CAVALRY PACK HORSE 209
Lieutenant Colonel Albert E. Phillips, Cavalry

CONDITIONING HORSES 213
Major Thomas T. McCreery, O. R. C., Remount Service

LOSSES OF REMOUNTS 219
Major C. L. Scott, Q. M. C.

CARE OF HORSES IN THE FIELD 225
Lieutenant Colonel Clarence Lininger, Cavalry

EQUESTRIAN EVENTS IX OLYMPIAD 240
Major R. E. McQuillin, Cavalry

SOME FAMOUS WAR HORSES 253
"Ultimus"

THE HORSE IN THE PALESTINE CAMPAIGN 259
A Student, The Cavalry School

TOM'S LETTER 266

TOPICS OF THE DAY 267

Plans for Polo—Correction—Polo Tournament Dates, 1928—Propyrtees of a Good Horse—The Dublin Horse Show—Kicking Bar Release—Cross-Country Racing in Virginia—Army to Train Entrants for Olympic Game—Army Horses Now Permitted to be Returned to the U. S.—Riding Hall Floor of Sand and Shavings—The Long Island Polo Center—Selection of Students for the C. & G. S. School—Drills at Fort Myer—Pistol and Saber Practice Combined—The Retiring Secretary-Treasurer-Editor—The Maryland Hunt Cup—Army Uses 40,000 Animals in its Ranks—Minutes of the Annual Meeting, U. S. Cavalry Association.

CAVALRY ACTIVITIES 286

Method of Effecting New Cavalry Organization—4th Cavalry Winter Camp—5th Cavalry Polo Notes—Philippine Marches—Hunting at Monterey—News from Fort Ringgold—Armistice Day at Hollister, California—Solving of 9th Cavalry Foraging Problems—Enlisted Reservists, 306th Cavalry—The Goodrich Trophy Test, 1927—Olympic Tryouts and Horse Shows, 6th Cavalry—New Machine Rifle Marksmanship Course—305th Cavalry Polo—6th Cavalry Polo—Mid-winter Tournament at Fort Brown—Cavalry Training Around Pittsburgh—Organization of the 26th Cavalry—Activities at Fort Clark—Cavalry Adopts Armored Cars—Motor Trucks in Cavalry Division—Instruction in 61st Cavalry Division—Army Polo Association Handicap Changes.

BOOK AND MAGAZINE REVIEWS 306

The United States Cavalry Association

DESIGN

1. The aim and purpose of the Association shall be to disseminate knowledge of the military art and science, to promote the professional improvement of its members, and to preserve and foster the spirit, the traditions, and the solidarity of the Cavalry of the Army of the United States.

Article III of the Constitution.

Organized November 9, 1885

OFFICERS

President

MAJOR GENERAL H. B. CROSBY

Vice-President

COLONEL GUY V. HENRY

Secretary and Treasurer, Pro Tem

MAJOR K. G. EASTHAM, Cavalry

EXECUTIVE COUNCIL

Colonel GEORGE WILLIAMS, Cavalry
Colonel E. H. HUMPHREY, Cavalry
Colonel W. I FORBES, 305th Cavalry
Lt. Col. A. F. COMMISKY, Cavalry
Lt. Col. G. B. COMLY, Cavalry
Lt. Col. V. W. COOPER, Cavalry
Lt. Col. J. W. CONVERSE, 103d Cavalry
Major H. S. BARRETT, 62d Cavalry Division
Captain ROYDEN WILLIAMSON, Cavalry

MEMBERSHIP AND SUBSCRIPTION TO THE CAVALRY JOURNAL

Membership shall be of three classes, which, together with the conditions of eligibility therefor, are as follows:

(1) Active, for which all general officers of the Army of the United States and all commissioned officers of the Cavalry of the Army of the United States shall be eligible.

(2) Associate, for which all present and former commissioned, warrant, and non-commissioned officers of honorable record of the military or naval services of the United States not included in class I shall be eligible.

(3) Honorary.

Application for membership, showing present or former military status, should be addressed to the Secretary, U. S. Cavalry Association, 1624 H Street N. W., Washington, D. C., and be accompanied by remittance of dues for one year.

There is no initiation fee. Annual dues, payable in advance, $2.50, which includes subscription to the Cavalry Journal, 60% thereof being so designated.

Any person or organization not eligible for membership may subscribe for the JOURNAL at the regular subscription rates of $2.50 per year. Canadian and foreign postage, 25 cents additional.

Members and subscribers are requested to give prompt notice in advance of change of address.

The Bond

Courtesy of the Post

Civilian -- Army

The
CAVALRY JOURNAL

VOL. XXXVII APRIL, 1928 NO. 151

Equine Types

A Compilation from Various Sources

By Major A. A. Cederwald, *Q. M. C. Reserve*

THE different breeds of horses now extant were developed through a process of evolution to meet man's differing and specific requirements for work, for pleasure, or for war. In this development, climate and feed were, of course, important factors. The rigorous climate and scarcity of feed in the Shetland Islands, for instance, were instrumental factors in the production of the diminutive, though extremely hardy, Shetland pony, while the demand for extreme size has been a potent factor in the development of the various draft breeds. Similarly, the demand for extreme speed led to the development of the thoroughbred and the standardbred.

It is a significant fact that although there are about fifteen million horses in the United States, probably less than 1% are pure bred. It is with the pure bred horses of the more important light breeds that this compilation will deal, devoting only a sketchy outline to the less important light breeds and to the various heavy draft breeds.

The light horse is characterized by a lack of massiveness as compared with the draft horse, by greater range, more quality, better action and greater speed. The particular field for the light horse is the hauling of light loads, or work under the saddle at a comparatively rapid gait such as a trot, canter and gallop. Therefore, speed rather than extreme power is desired, and the light horse should possess greater angularity and greater height for his weight than the draft horse, and the weight of the light horse should be due to depth rather than to width of body.

THE LIGHT BREEDS

The Arabian

The Arabian horse, as its name indicates, was developed in Arabia. This is the oldest breed of horses generally recognized at the present time. The Arabs, needing animals that would carry them swiftly and safely over long stretches of sandy soil, developed a breed that could withstand the lack of water and feed to a remarkable degree. The Arabian is an animal of great endurance and weight-carrying ability for his size. This breed has a very docile temperament and with it a courage and an ability to withstand hardship to a high degree, and remarkable endurance.

The upper half of the head of the typical Arabian is large with great

width between the eyes, which are markedly full and bright. The head tapers towards the nose more than in most breeds, ending in a small and fine muzzle. The face line is straight and in many there is a dish below the forehead. The head is set on a high-crested neck giving the head a lofty carriage. One of the striking features of the Arabian is the round and well ribbed barrel. Another striking characteristic is the almost abnormal size of the hock, which

Courtesy The Remount

A Fine Type of Desert-Bred Arabian Stallion

is extremely wide. The form of the Arabian is smooth and symmetrical and heavily muscled throughout. There is a general appearance of strength and sturdiness which gives the impression of great weight carrying capacity for his height, rather than extreme speed. This speed has been developed almost entirely to perform work under the saddle and therefore possesses the general characteristics desired in a riding animal. The walk, canter, and gallops are good, while the trot is only fair.

The colors common in the Arabian are chestnut, bay, brown, and gray.

Occasionally a black and sometimes a white one is seen. Duns, roans, and creams are rarely seen. While white marks on the face and legs are common, spotted or piebalds are practically unknown among pure Arabians. The erroneous impression that the piebald was common to this breed evidently gained prominence because spotted circus horses have been called Arabians.

The height is usually between 14 and 15 hands and the weight between 850 and 1,000 pounds, although occasionally an individual exceeding that height and weight is seen.

The pure Arabian is bred in small numbers in various parts of the United States, and there have been a few good sized studs maintained in the New England states and in California, but the total number in this country is small and is probably about 300. The breed is too small to meet the general commercial demand, but the blood has been used to quite an extent in crossbreeding. The Arabian improves any common breed to which bred and also crosses particularly well with the thoroughbred and other light breeds. Many of the continental European countries have used Arabians, particularly in the Government studs, in the production of horses for the cavalry.

The Thoroughbred

The term "thoroughbred" is used correctly only to designate the breed of running race horses developed originally in England. Three Oriental stallions, the *Byerly Turk,* the *Darley Arabian* and *Godolphin Barb,* are credited with having laid the foundation for the thoroughbred. The studbook was established in England about 1790 and consequently the thoroughbred traces back for generations through registered lines of ancestry.

The thoroughbred of today, while resembling in some features those of his Oriental ancestors, is very different in type from the present day Arabian, being larger and more angular and upstanding, and possessing greater speed. The thoroughbred represents the extreme speed type, with extreme refinement throughout, with rather a small head with straight face line, clear cut features, fine throatlatch, good length of neck, long sloping shoulders with great depth of chest, prominent withers running well back, muscular quarters, straight hind legs and rather a small foot. Their action at the walk, trot and canter is rather low with an excellent canter and gallop close to the ground. In temperament the thoroughbred is alert and active in the extreme and if not carefully handled is likely to become erratic, which has caused him to be referred to as "hot headed." When handled carefully by an intelligent caretaker the thoroughbred is quite docile, but is quick to resent abuse.

In height the thoroughbred ranges from 15 to 16 hands and in weight from 950 to 1,200 pounds with occasional specimens both below and above those heights and weights. The most common colors are chestnut, bay, brown, less frequently black, and occasionally a gray.

The thoroughbred is found in small numbers throughout all parts of the United States and is found in largest numbers in the states of Kentucky and Virginia, where the breeding of thoroughbreds is conducted on a large scale.

The number of thoroughbreds in the United States today is probably between 10,000 and 15,000. While the thoroughbred has been bred primarily for racing purposes, this blood has had a big influence in all of our light breeds of horses and in the production of horses for use under the saddle, whether it be for the show ring, cross country riding, polo or for use on the cattle ranches.

Courtesy The Remount

"Spearmint"

A Superb Type of Thoroughbred

More and more blood is continually being demanded by those purchasing hunters, polo mounts or riding horses for the army or for certain use. Most of our high class hunters, jumpers and polo mounts are rich in thoroughbred blood. In fact, the majority of such horses are at least halfbred. By the term "halfbred" is meant that the animal shall be at least one-half thoroughbred. While we occasionally find a good driving horse among the thoroughbreds, it must be remembered that he has been bred primarily for running races under the saddle and is strictly of the riding type.

The Standardbred

The standardbred is an American breed developed primarily for extreme speed in harness at the trot and pace. The name "standardbred" was used because of the fact that in the formation of this breed the individuals were

selected largely on a standard speed performance and admitted to registry largely on such performance.

Messenger, a thoroughbred stallion imported from England in 1788, was the most notable foundation sire. He was the sire of *Mambrino* who sired *Abdallah,* the sire of *Hambletonian 10,* or *Rysdyk's Hambletonian* (foaled in 1849), who is regarded as the greatest of the progenitors of the standardbred. The greatest son of *Hambletonian 10* was *George Wilkes,* a race horse and a sire of speed. The stallion which has left the greatest number of standard performers is *Peter the Great* (a great grandson of *Hambletonian 10*), having

Courtesy The Remount

A Standardbred Army Remount Stallion

at the end of the year 1923, a total of 573 standard performers, 456 trotters with mile records of 2:30 or better, and 117 pacers with records of 2:25 or better. *Peter the Great* died in 1923 at the age of 28. The ancestry of the trotter and pacer is the same, although some families produce a larger proportion of pacers than others while many individuals show speed at both gaits. Both trotters and pacers are registered in the *American Trotting Register* and

practically every individual registered has both trotters and pacers in the ancestry.

The standardbred, while not showing quite as much quality as the thoroughbred, as a whole possesses more substance. The head of the standardbred is somewhat coarser than that of the thoroughbred; the neck is inclined to be a little heavier; the shoulders straighter; the withers less prominent and the hind legs not quite so straight. In type the standardbred is a harness horse as distinguished from the riding type, which is the type of the thoroughbred.

The standardbred ranges from 15 to 16 hands in height and from 1,000 to 1,200 pounds in weight with occasional individuals above and below these limits. The most common colors are bays, brown, chestnut and black with a few roans and grays.

The standardbred is found in small numbers in practically all parts of the United States but is bred most largely in the middle west and some of the New England and other of the eastern states. The number of standardbreds living today is probably about 15,000.

The standardbred is produced primarily for harness racing, but the blood of this breed is found to a large extent in our light utility horse used in many of our farming sections and in light delivery wagons. The automobile has, however, displaced to a great extent the use of the light delivery and road horse. The standardbred has also produced a number of our excellent heavy harness horses. Considerable trotting blood is found in many of our cavalry horses and in our light artillery horses. Occasionally good riding horses are found among the standardbreds, but it should be kept in mind that this breed has for years been bred for harness use and not for saddle purposes and consequently is of the harness type. However, the breed crosses well with the thoroughbred, and also with draft blood.

The American Saddle Horse

The American saddle horse as the name indicates is an American breed. The breed is the result of a thoroughbred top cross on a native mare foundation. *Denmark* the great foundation sire of the American saddle horse, was a thoroughbred stallion foaled in Fayette County, Kentucky, in 1839.

The original American saddle horse was a product of necessity, being used originally at a time when the saddle horse was the most common means of transportation over the rough and unimproved roads. Horses with easy gaits, such as the amble and running walk, were found particularly desirable to ride over plantations and on long road journeys. The desire for easy gaits was an important factor in the early development of this breed.

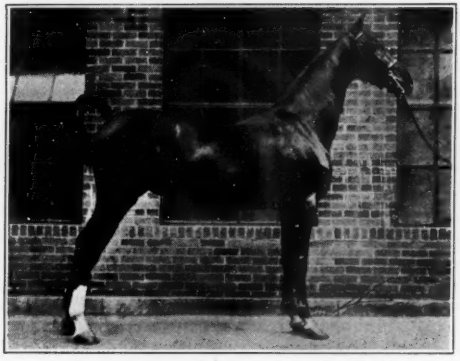
This breed is characterized by being rather upstanding, has a high head carriage, a smoothly turned form, level croup, and high set tail. From an artistic point of view he is perhaps the most beautiful of all horses, being the extreme embodiment of quality and finish. Some have been bred so fine, however, as to be markedly deficient in substance.

One of the outstanding features of this breed is the possession of five dis-

tinct gaits, namely, the walk, trot, canter, rack and one of the slow gaits, such as the fox trot, the running walk, or the slow pace, the latter often being referred to as the stepping pace. The American saddle breed is without a peer in the production of the five gaited horse, for it is but rare that an individual of any other breed is successfully developed into a five-gaited horse. In addition to the production of the five gaited horse this breed produces a number of the walk, trot and canter horses seen in the show ring. Horses of this breed meet the demand for combination horses, and are shown in harness and under the saddle more naturally than those of any other breed.

The colors common to this breed are bay, brown, chestnut and black and occasionally a gray. They range in height usually between 15 and 16 hands and in weight between 1,000 and 1,200 pounds.

They have quite a wide distribution but are bred in greatest numbers in Kentucky and Missouri. There are probably in the United States approxi-



Courtesy The Remount

The American Saddle Type

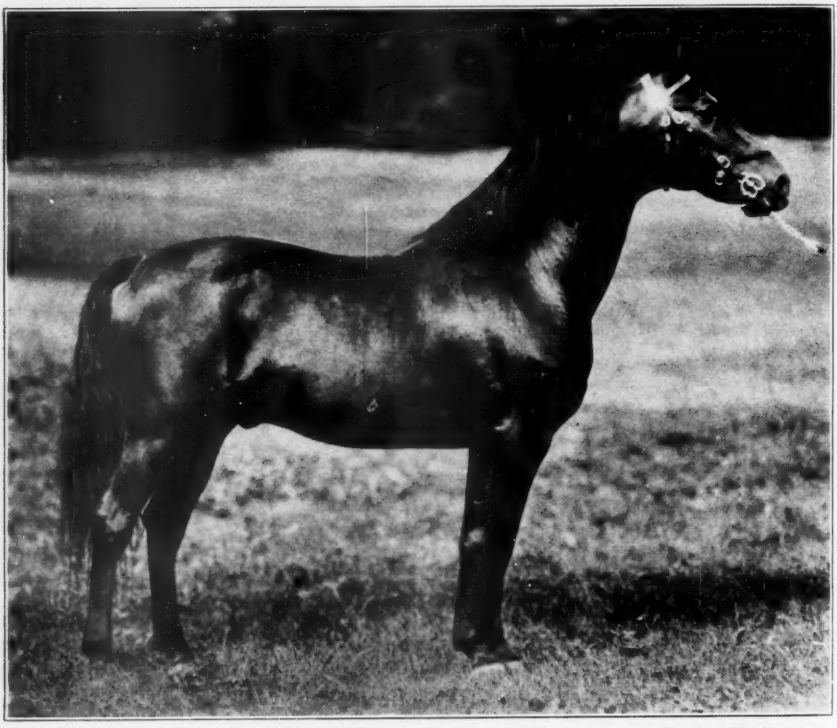
mately 4,000 American saddle horses. Because of their gaits, the pure saddle-bred, and any of its grades which have a tendency to "saddle," are not highly desirable as army mounts.

The Morgan

The Morgan is an American breed and derives its name from the stallion *Justin Morgan* foaled about 1793 in Massachusetts. This stallion was afterwards taken to Vermont in which state this bread of horses gained great distinction. The breeding of *Justin Morgan* is not absolutely known but the best evidence indicates that he was sired by the thoroughbred stallion *True Briton*, tracing back to Oriental blood.

The Morgan was bred and developed for general work in the New England states. He was noted for his ruggedness, courage, and endurance. He proved to be an excellent road horse and well adapted to general farm work when a small horse was satisfactory. In type he is a harness horse and while a

number has shown extreme speed at the trot Morgans have not as a breed equaled the standardbred in this respect. The Morgan has a higher head carriage than the standardbred or thoroughbred, a more sloping shoulder than the standardbred, but less sloping than the thoroughbred. The Morgan is blockier, wider and heavier for his height than either the standardbred or thoroughbred. The Morgans in height will average about 15 hands and in weight a little over 1,000 pounds. Most of the Morgans will stand between 14.2 and



Courtesy The Remount

"Bennington"

For Many Years Premier Sire at the U. S. Morgan Horse Farm

15.2 in height and weight between 950 and 1,100 pounds. As in all breeds, we find individuals both above and below these heights and weights. The colors common to this breed are bay, brown, chestnut, and black. In temperament the Morgan is alert but docile. He has an alert and active walk and trot and a fair canter.

The Morgan has a wide distribution, but is found in greatest numbers in the northeastern states. There are probably approximately 3,000 Morgans living today. The pure Morgan is not a very desirable riding horse, but

crosses extremely well with the thoroughbred and the Arabian and the result is, ordinarily, an excellent cavalry horse.

The Other Light Breeds

There are other light breeds, such as the flashy and high-stepping hackney, the French and German coach horse, the Cleveland Bay and the several pony breeds. However, their use in the army is inconsequential and a detailed description of their characteristics is, therefore, deemed unnecessary.

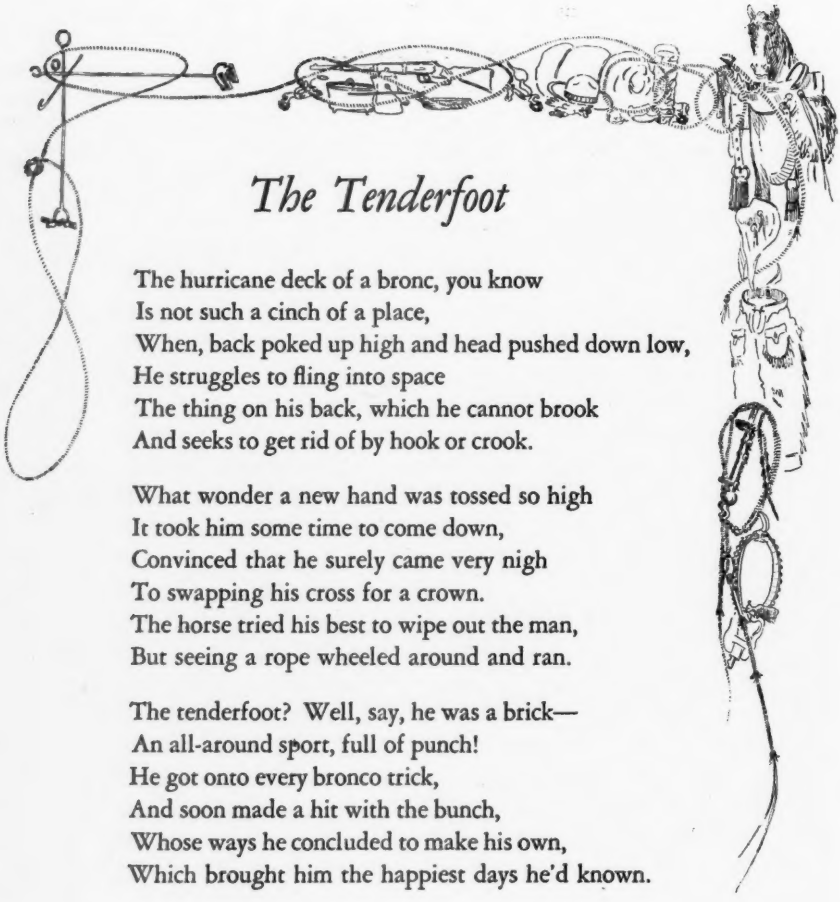
The Draft Breeds

The draft horse is characterized by massiveness. The particular field for this type is the hauling of heavy loads at a comparatively slow gait, usually the walk. Therefore, power rather than speed is desired, and in order to possess this power the horse should be, generally, blocky or compact, low set or short legged aond be sufficiently heavy to enable him to throw the necessary weight into the collar to move the heavy load and at the same time maintain a secure footing.

Weight is of prime importance and this weight should be due to a compact, blocky body rather than to extreme height. In fair condition a mature horse of any of the draft breeds should weigh at least 1,600 pounds and the majority of them will be between 15¾ and 17 hands in height.

The principal draft breeds are the Belgian, the Percheron, the Clydesdale, the Shire and the Suffolk. Many of the horses used by our field artillery are grades of these breeds, with the preponderance in numbers in favor of the Percheron and Suffolk grades.

While not strictly apropos to the subject of this compilation, it may not be amiss here to emphasize the fact that in spite of the rapidly increasing employment of motor transportation, the field of economic usefulness of the horse is by no means diminishing. Even in the cities large numbers of horses continue to be used for pleasure and for work, and the studies and investigation of the Horse Association of America have conclusively shown that for short hauls, both light and heavy, the horse is by far the cheapest motive power. On farms, the development of means by which horse power can be multiplied by the use of "multiple hitches" has enabled the operators of large farms to utilize horse power to an advantage hitherto unknown, at a considerable saving over the cost and upkeep of tractors. The breeder of horses, particularly of the better type, thus has no reason to be discouraged, for he is assured of a ready market at good prices for his product.



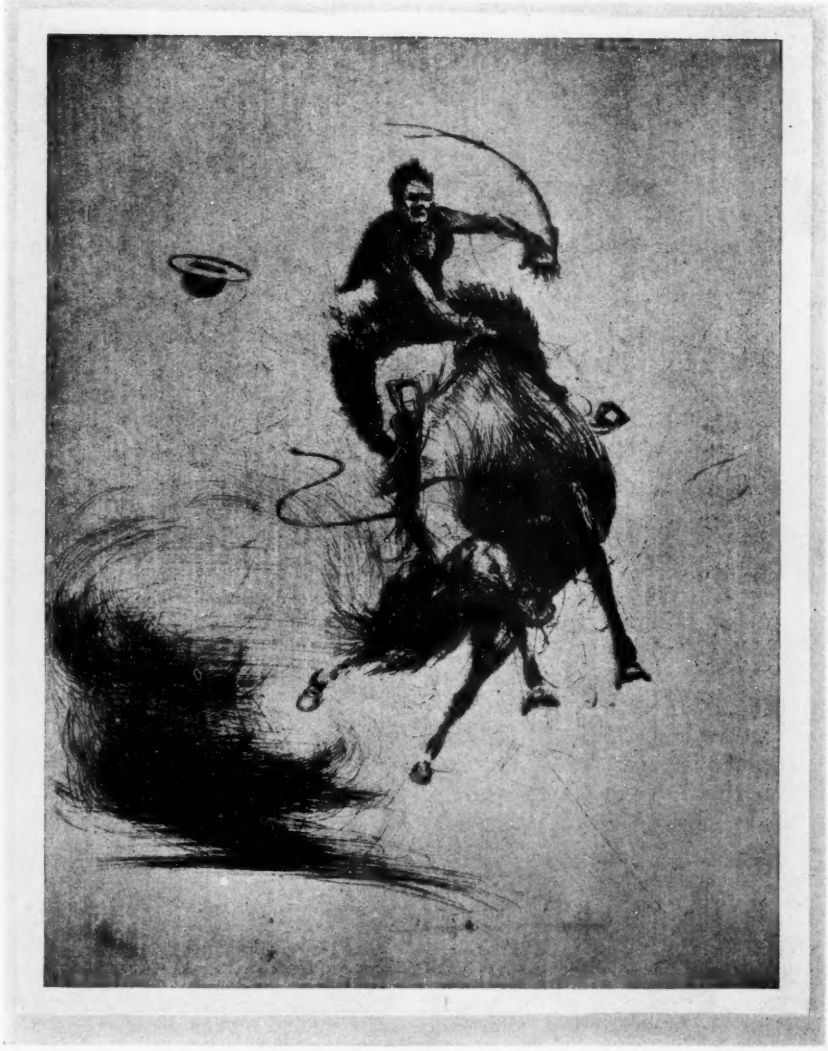
The Tenderfoot

The hurricane deck of a bronc, you know
Is not such a cinch of a place,
When, back poked up high and head pushed down low,
He struggles to fling into space
The thing on his back, which he cannot brook
And seeks to get rid of by hook or crook.

What wonder a new hand was tossed so high
It took him some time to come down,
Convinced that he surely came very nigh
To swapping his cross for a crown.
The horse tried his best to wipe out the man,
But seeing a rope wheeled around and ran.

The tenderfoot? Well, say, he was a brick—
An all-around sport, full of punch!
He got onto every bronco trick,
And soon made a hit with the bunch,
Whose ways he concluded to make his own,
Which brought him the happiest days he'd known.

From Cowboy Stuff, Courtesy G. P. Putnam's Sons



Courtesy G. P. Putnam's Sons

"The Hurricane Deck of a Bronc"

After an Etching by Henry Ziegler in "Cowboy Stuff"

Some Does-Some Doesn't

By Lieut. Colonel J. A. Barry, *Cavalry*
Formerly Director of Horsemanship, The Cavalry School

CAN the experienced horseman pick the best jumping prospect from a few green horses? I think not. Can he, judging by conformation and way of going, select the best jumper from a number of "made" horses, or with certainty, even a good jumper? I doubt it.

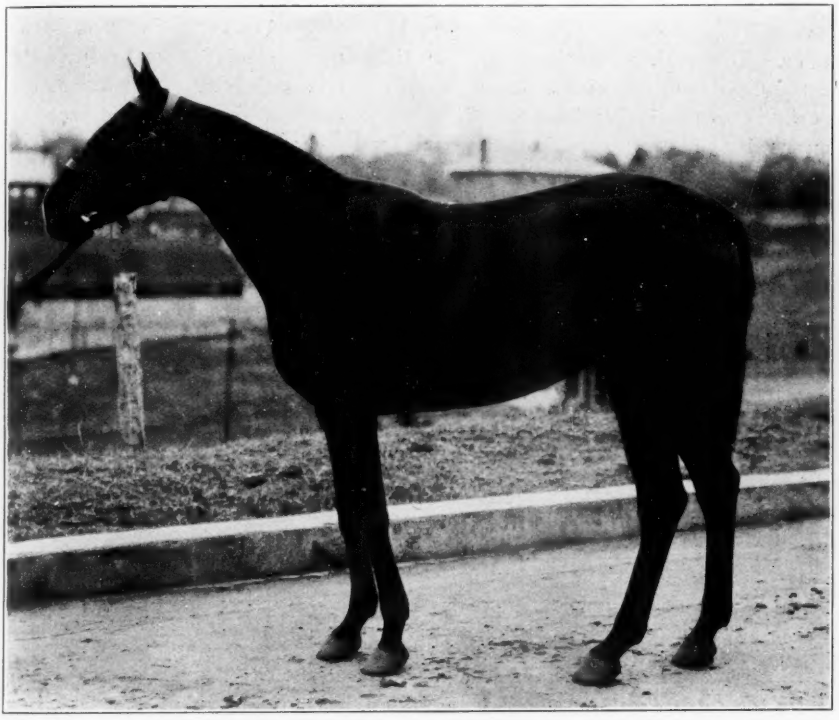
The best jumper is the one which jumps best.

At the recent National Horse Show at Madison Square Garden, the best looking horse, in my opinion, among the hunters and jumpers, was one that was utterly worthless at jumping. He couldn't or wouldn't jump at all, and if he ever becomes even a mediocre performer it will be a great surprise to those who watched him. He had won, at one of the best hunter shows in the country, a class for hunters at walk, trop and gallop, from an excellent field of forty, yet when shown at the Garden in the "suitable" class, his performance over those small jumps was pitiable. It was not on account of lack of schooling—he had had plenty. Imported, at a large figure, from one of England's most noted thoroughbred studs, he is a well-turned, well-muscled, beautiful model of a hunter—a horse that *ought* to be able to jump. Stand him alongside *Bally MacShane* at the same show and ninety-nine out of every hundred people, not knowing the two horses, wouldn't give *Bally* a chance, yet *Bally* is one of the greatest jumpers, by actual test, America has produced. He is a freak, is patently a grade draft horse, and has big dishpan feet; no walk, no trot, no gallop; yet, for the biggest prizes he has beaten for years the best jumpers here, and on one occasion won the King's Cup at Olympia, probably the most coveted prize of the indoor jumping world, and the most hotly contested. The wise and conservative horseman in comparing these two individuals might well say: "I can't pick the better jumper of these two, but of a hundred of each type, you'll find more good jumpers among the hunter type." He would undoubtedly be right, yet the champion might be found among the "*Bally*" type.

A show jumper that consistently wins must have the ability to judge distance very accurately, so as to be "in right" when he reaches the point best suited to him for the take-off. He jumps the same jumps with the same take-offs, and so at successive jumps doesn't have to change his style or vary his effort to clear. A horse with an irregular take-off—close this time and standing off at the next one—has a much more difficult task; he not only must vary his style but to clear the same height or width must vary greatly his effort. It is easy to imagine, but difficult, if not impossible, to express accurately the difference in effort required when the take-off is just right and when it is too close or too far back. The importance of the take-off cannot be exaggerated. Watch the pole-vaulter, the broad or high jumper

See how many times he "refuses" because his take-off is not just right. The take-off with horses is just as important as with athletes. Much practice tends to regularity of take-off, but some horses never acquire it.

The desire to jump cleanly—the fear or dread of touching a jump—is largely a matter of temperament, innate, and I doubt very much if a horse naturally careless and sloven can ever be trained or rapped into a careful and consistently clean performer. The best jumpers I've seen on this side have not been rapped or "barred" excessively, and some of them not at all.



"Miss America"

A Little Short One That Is A Great Jumper—Her Record Proves It

Nearly all breeds of horses furnish some good jumpers, and thus we see them of many different types and conformations. "They jump in all shapes" is a very true saying, to which may be added, "and sometimes the best shapes don't jump."

Let's look at some of the best jumpers of today and the recent past and "see what we can see." Several experienced horsemen with a wide knowledge of jumping horses, have given me individual lists of horses they considered the best jumpers of America (the United States and Canada). From these lists and my own, I've selected the following horses. It is not claimed that every

horse on the list can or could outjump any horse not mentioned, but it is confidently asserted that it would be very difficult, if not impossible, to find during the period covered an equal number that would win over those named. No order of merit is attempted. The horses named can or could all jump a 4-foot 6-inch course nicely and consistently, and when asked would jump 5 feet; in fact, I think all have won over 5 feet. Any jumping horse can do 5 feet in the stable, and many of them, judged on the assertions of their truthful owners, in contrast with the horses' public exhibitions, do it *there only*. I have seen all of the list jump and because I do not want to write of horses unseen by me, some excellent performers have been omitted; for instance, *David Grey*. To avoid, as much as possible, differences of opinion as to type, the horses have been classified as draft, galloper, trotter, or gaited. No argument can now arise as to whether "this" or "that" is a hunter. "Unknown" under breeding means that breeding is not known; "Half-bred" means that the sire was a thoroughbred; "Std" means standard bred trotter.

Horse	Breeding	Type
Silver Crest	Half-bred	Galloper
Bally MacShane	Grade draft	Draft
Sandy	Half-bred	Galloper
Miss America	Half-bred	Galloper
Deceive	T. B.	Galloper
King Nelson	T. B.	Galloper
Cavalier	T. B.	Galloper
Melrose	Std.-T. B.	Galloper-trotter
King Edward	Half-bred	Galloper
Shot	T. B.	Galloper
Bucephalus	Std.	Nondescript
Nigra	Unknown	Trotter-galloper
Rajah	Saddle bred	Gaited
Oxford	Half-bred	Trotter-galloper

Silver Crest, exhibited for a number of years by Miss Becky Lanier, I consider the sanest, safest, smoothest, most sensible, and consistent jumping horse I've ever seen. Wonderfully clever he *could* jump from anywhere, but he tried with all his might *to* jump from exactly the right place. He was bred by Mr. "Freddie" McElhone, of Virginia, who still owns and hunts him. A half-bred horse by *Black Dick*, he was, in his prime, a beautiful model of the half-bred light-weight, either standing or in motion. I have seen no other horse that could jump 5 feet with so little effort. He won, I believe, under Miss Lanier's handling more hunter and jumper ribbons than any other horse in the annals of the American show ring. He has won at one show and in the best of company, the "Touch and Out" stakes, the open jumping, the 5-foot class, the hunter model, the handy hunter, the ladies' hunter, the light-weight and the hunter championship,—truly a remarkable horse, remarkably ridden. It may

be well to note that the method of his rider was to let *Silver Crest* do the jumping. They were strictly a "we" team. He always had complete freedom of his head and a prettier pair over jumps is difficult to imagine.

Bally MacShane, very awkward, "took off" *very* close. Mr. Bontecou, his owner, always said "when you are sure he can't put in another stride, he always does." Although his breeding is unknown, his feet, "feathers," head and croup ruthlessly mark him with draft blood; his shoulders, withers, and neck just as truly show warm blood. He has a great record—all the more remark-

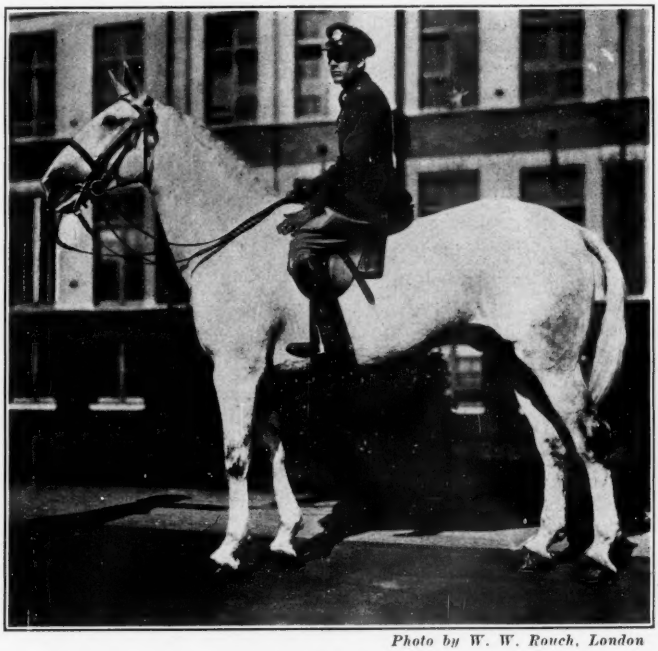


Photo by W. W. Rouch, London

"Bally MacShane"

able because *Bally* has been a loud and noisy roarer during his entire show career.

Sandy (not the Cavalry School horse of the same name) was shown by Mike Devaney for years in both hunter (middle-weight) and jumping classes. He was unsound (navicular) during his entire career and, finally when he became so unsound that even "we judges" could see it, he appeared as a jumper only. He was a very game horse and a most honest one—jumping in class after class when landing must have been agony. Mike rides his horses collectedly and "lifts" them over. He has been very successful with certain horses. He is the only exponent of that system that I know who has been even partially successful.

King Nelson (Mr. Percy Rockefeller's) and *Cavalier* (Mrs. Thomas

Hitchcock's) are magnificent types of big powerful thoroughfred hunters. *Deceive* and *Shot* were, when in their prime, good thoroughbred light-weight types. *Nigra* is a long powerful mare. *Bucephalus* is short in the neck and except at jumping is cursed with mediocrity most pronounced. *King Edward* was a big half-bred, *Melrose* a little, long horse and a wonderful jumper. *Miss America* is little more than a pony of the half-bred galloping type and of some quality; *Rajah* is a most ordinary crooked-hooked saddle horse that can and does jump. *Oxford* is a big, short horse.

Now let's group them as to size: The big, tall, long ones are *Bally, King Nelson, Cavalier, Nigra.* The "biggest, shortest" ones are *Sandy, King Edward* and *Oxford.* The chunks are *Miss America* and *Bucephalus.* The light-weight types are *Silver Crest, Melrose, Shot,* and *Deceive,* the former two standing over more ground than the latter. *Rajah* is just a plain saddle horse. So we see the list contains big long ones, little short ones, big short and little long ones. Truly, "they jump in all shapes and sizes."

What about the breeding? In this list horses of thoroughbred blood predominate, but we must remember that in America we ride more horses of that blood than any other except possibly the saddle-bred horse. How about the latter breed? In the list there is one, *Rajah.* The only other saddle-bred horse, I know, that might be considered in the class of the horses named, is The Cavalry School's *Joe Aleshire.* He is an excellent prospect, was a member of America's team at the last New York show and with luck should become an excellent performer. He is called saddle-bred, yet has as much thoroughbred blood as saddle-bred, being by a registered saddle horse out of a thoroughbred mare. In America I believe it not unfair to say that the saddle-bred horse, as a breed, has shown his inability to jump. There are too many of this breed under the saddle. The proverbial bushel could not for so long and with such consistency hide its light. Why can't they jump? In my opinion, because first, they have or make little or no use of the neck at any gait (the way it is set on prevents full use), second, they are as a class stiff in the loins, and third, they have no withers and poor shoulders. In selecting a jumper I should prefer any blood, including that of the jackass, to that of the saddle horse. He has many useful and ornamental fields but the jumping field is not, I think, for him.

In this country not a few horses of trotting blood turn out good jumpers. Sir Adam Beck of Canada, who tried out hundreds of horses in developing and maintaining his show stables, was a great believer in trotting blood, and developed many excellent jumpers of the thoroughbred-standard bred cross.

Many hackneys (large and small) and horses of coach-blood are excellent jumpers and so long as the course is inside and little galloping is required, they win a goodly number of prizes.

In résumé, I think we can say that almost all breeds furnish some good jumpers; that the good jumpers sometimes do not look the part; that, on the contrary, a vast majority of good jumpers have good hocks, quarters and loins.

and fair shoulders; that they can and do use their necks; that in America a great proportion of the best jumpers are horses of the galloping type and therefore with thoroughbred blood predominating; in short, that the "freaks" are just the exceptions which prove the rule.

"If you want to have a good time
Jine the Cavalry,"—
If you want to ride a good horse
"Git" a galloper.

After an etching by Marjorie Prescott

Care of the Horse's Feet

By Major Frank G. Churchill, *Q. M. C. Reserve*
Instructor in Horseshoeing, The Cavalry School

MR. JONES, recently commissioned a Second Lieutenant of Cavalry, is assigned to Troop A, 1st Cavalry, and reports to Captain Brown for duty.

Captain Brown proceeds to instruct Lieutenant Jones in the various duties incumbent upon a mounted officer and, among other things, the care necessary to keep the feet of the horse in a serviceable condition. They go to the stables where they inspect the horses pertaining to the troop. Captain Brown first discusses shoeing.

He explains that the serviceability of the horse depends to some extent on the condition of the feet. It is essential, therefore, that one have a good working knowledge of the construction and functions of the various parts of the foot. One should know when the feet are in need of shoeing; what shoes are best suited for the work the animal has to perform; how to properly prepare and balance the feet; how to fit the shoes and secure them to the feet with a minimum amount of interference with the natural functions.

The foot consists of bone, cartilage, tendons, fatty tissue, flesh, horn, blood vessels, and nerves. With the exception of the bones, all parts of the foot are elastic. This accounts for the power of resistance against injury to the foot by concussion when the animal is in motion. The hoof, or the case of horn covering the inner structures of the foot, consists of three parts: viz., the wall, the sole and the frog. These are so constructed as to permit great flexibity and also to assist the inner structures of the foot in performing their functions; i. e., reduction of concussion and aid to the circulation of blood through the foot.

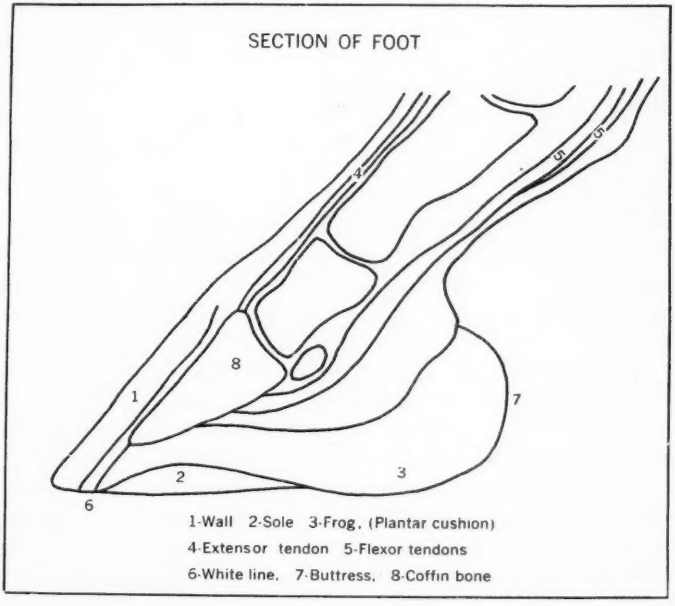
The column of bones in the leg divert from the perpendicular at the fetlock joint and slope downward and forward into the hoof at an angle ranging from 40 to 60 degrees. The joints in the lower part of this column of bones are so constructed that there is very little lateral movement, the articulations being similar to a hinge, moving forward and backward only.

The principal factors involved in resisting the shock to the foot are as follows: the strength of the ligaments supporting the fetlock joint, where the leg bones diverge from the perpendicular; the elasticity of the fatty tissue (frog cushion in the rear part of the foot); the flexibility of the connections between the bone of the foot (coffin bone) and the wall of the hoof; the elasticity of the horn structures; the peculiar construction of the hoof, permitting it to spread when weight is placed upon the foot; and the vast amount of blood in the foot, which helps to alleviate the force of the blow on the foot structures. This power of resistance against injury depends on elasticity of the horn structures, cooperation of the sensitive and non-sensitive structures, and distribution of the

weight of the animal in accordance with the ability of the various parts of the foot to carry the load.

The movement of the joints is controlled by bands of strong fibrous tissue called tendons. On the front part of the leg are the extensor tendons, which straighten and extend the limb. On the back part of the leg are the flexor tendons, which flex, or bend, the limb. Tendons are extended from, and controlled by, large muscles located on the upper part of the leg.

In order to avoid friction and undue strain on the various parts of the foot structure, it is all-important that the foot be kept in balance which means a proper relative position of the foot to the leg. This position should be such



that so much of the weight as is carried on one foot is equally distributed. Balance of the foot controls largely the balance of the gait. A balanced gait means that the movements of the feet and legs are without lost motion or interference; that the feet and legs extend backward and forward in alignment with the body, without lateral swing, with sufficient clearance between the front and hind feet, and with proper elevation to clear the ground. To acquire and maintain balance of the gait, it is essential that the feet be balanced, that the feet and pasterns be in alignment with the body, and that there be no lateral deflection. The feet to be extended in alignment with the body must be in that position at the moment of breaking over and leaving the ground.

The horseshoer, before removing the worn-out shoes from the horse, makes the following examinations to assist him in performing his work in the most

intelligent manner. With the horse placed on a level standing, he views the feet and legs from a position in front of the animal, making the following notes: the conformation of the legs; are the bones of the pastern and foot in prolongation with the upper bones of the leg, or do they deflect outward (toe-out), or deflect inward (toe-in); are the limbs close together (narrow chest); are the corresponding feet the same size (width of quarters and length of toe); are the feet balanced laterally (the length of wall from the hair line to lower border equal on both sides of the foot); are the feet circular, or narrow with pointed toes?

He next notes the following when viewing the animal from the side: are the feet balanced from toe to heel (the length of toe and height of heels in accordance with the conformation of the pastern); are the heels the same height; does the angle of the wall at the front part of the hoof (from the hair line to the lower border) coincide with the slope of the pastern (parallel)?

He further examines the wear of the old shoe as a check on the accuracy of previous examination to determine balance of the foot, and position of the foot at moment of breaking over and leaving the ground. He also notes the general condition of the feet to see what type of shoe is best suited for this particular horse. If there is any malformation of the feet or evidence of irregularities in the gait, the type of shoe and fitting should tend to correct the irregularity.

Lieutenant Jones then asks: "What may be learned from the examinations just made?"

Captain Brown: "A horse that has faulty conformation of the legs, such as toe-in or toe-out, is inclined to irregularities of gait. This irregularity requires that the shoe be outlined in such a way as to induce the foot to be in a straight forward position at the moment of breaking over and leaving the ground. If the horse has a narrow chest, the shoer must avoid the use of heavy shoes and take particular pains in fitting the shoe close and smooth on the inside quarter of the foot to guard against interfering.

"If one foot is longer than its corresponding mate, it would affect the rapidity of the breaking over of the feet (the longer foot breaking slower than the shorter one), which results in irregularities of gait. If the feet are not balanced laterally (the length of wall from the hair line to the lower border being greater on one quarter of the foot than on the other), it will cause the foot to be out of alignment with the body at the moment of breaking over (starting in flight). This results in a lateral swing of the foot and leg while in flight.

"If one foot is larger in circumference (greater width of quarters) than its corresponding mate, the larger foot should be prepared for the shoe first, to insure that the same length of toe and height of heels are maintained on the smaller foot. When fitting shoes to feet of this kind, the shoe should be outlined with greater fullness on the small foot, to more nearly make the circumference of the shoes the same.

"If the feet have pointed toes, the shoes must be outlined with sufficient

fullness on the sides of the toe near the point to afford lateral support to the foot at the moment of breaking over and leaving the ground. A horse having pointed toes is most susceptible to being thrown off balance while the foot is in the act of breaking over and starting in flight, which results in irregularities of gait, such as stumbling, forging, and interfering.

"Too great an accumulation of horn interferes with the proper functioning of the foot structures, causes increased labor on the ligaments and tendons, and impairs smoothness of gait. These examinations show the requirements in re-shoeing the horse so that the work may be done in the best possible manner."

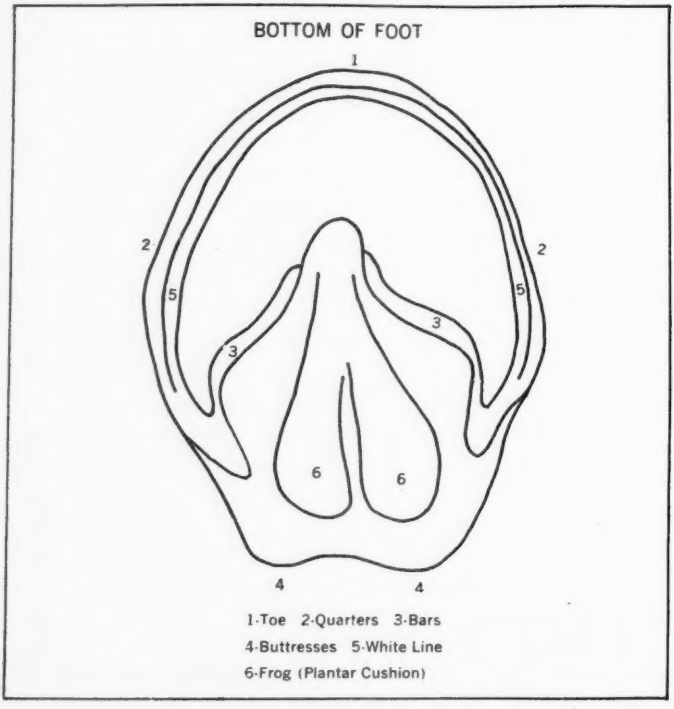
Lieutenant Jones: "What guide has the shoer by which he can determine the amount of surplus horn that may be removed from the hoof at the time of re-shoeing?"

Captain Brown: "The surplus accumulation of horn on the sole and frog loses its elasticity and strength, becoming dry and scaly and easily flaking off, particularly in the unshod hoof. On the foot that is shod, the scales of dead horn are more in evidence, due to the protection afforded by the shoe. When barefoot, friction is greatest on the wall at the toe. The toe is thus kept reduced in length and height and the wall is somewhat higher proportionally at the heel than at the toe. In the shod foot, diminution no longer occurs at the toe because of the protection given by the shoe at this point. Wear does occur, however, from the bend of the quarter to the heel as a result of expansion and contraction of the hoof. The toe thus becomes proportionally longer and higher than the heels, due to the wear at the heels. This results in a recessional condition, which greatly increases the strain on all the supporting structures of the leg and necessitates the periodic removal of the shoe for the purpose of reducing the height and length of the toe. For this reason, a shoe should ordinarily be removed once every four to six weeks.

"The shoer, having removed the old shoe, takes the shoeing knife and pares the dead horn over the white-line (a ring of soft light-colored horn that unites the outer border of the horny sole to the inner lower border of the wall) and outer border of the sole until live horn is reached. This is done to ascertain the amount of horn that may be removed with safety in preparing the foot for the shoe. To retain the elasticity of the live horn of the sole and frog, and to protect the sensitive sole and frog against bruising, a covering of dead horn is essential. Cutting away the bars or opening the heels weakens the foot and may result in contraction of the quarters and heels. Where a great accumulation of dead horn is present on the sole, it is advisable to remove a portion of it, being careful to leave a sufficient amount for protection. Ragged particles of horn on the frog, if allowed to remain, may cause thrush and should be removed when preparing the foot for the shoe and, from time to time, between shoeings. When preparing the foot for the shoe, consider the size of the feet compared with the size and weight of the animal.

"There is a great difference in the thickness of the horny sole, between cup-

shaped and flat feet. The cup-shaped foot, as a rule, grows faster than the flat foot, and the layers of horn, as they dry out, do not fall off; the sole being arched has a tendency to keep them from flaking off. With the flat foot, the horny sole is less arched, and the dead horn, as it dries out, readily flakes off. The horny sole of the flat foot is also naturally thinner than that of the cup-shaped foot. Great care should, therefore, be exercised in preparing the flat foot for the shoe. With some horses having flat feet, especially if the size is out of proportion to the size of the horse (too large), which makes the animal clumsy in his gait, the feet should be taken down as much as conditions permit. With the cup-shaped foot, sometimes the foot is too small in comparison with the



size of the horse and should not be taken down until live horn is reached. By so doing, the foot is made too small to give proper support to the weight of the horse and the ground surface is not sufficiently large to steady the gait. The wall of the flat foot is trimmed to a more oblique angle than in the ordinary upright foot, and it is, therefore, necessary, in the preparation, to remove a part of the outer edge of the wall, in order that the nails may be driven in the outer edge of the white-line where they belong, since the nail holes of the machine-made shoe do not conform to this shape of foot. In general, the foot should be prepared so that it will approximate as nearly as possible a state of nature.

"When horses are in constant use, it is necessary to prevent too rapid wear of the hoof. The modern shoe is the best means to accomplish this result, although any shoe, applied to the foot, interferes somewhat with the natural functions of the foot. Therefore, when conditions permit, it is best to let the feet go unshod. There are certain seasons during the year when the troop does but little drilling, and the nature of the ground over which the horses are used is free from stone. During this season, the horses are shod in front and unshod behind, taking great care to keep the edges of the wall of the hind feet well rounded to prevent breaking. For each size of shoe, machine-made shoes are issued in five different weights, as follows: extra extra light, extra light, light, medium, and heavy.

"For saddle horses, the extra light and light are most suitable. Notice that there is considerable difference between front and hind shoes, the front shoe having a wider web and being much heavier than the hind. The shoer selects a shoe suitable in weight (the weight being governed by the nature of the work the animal performs and his general conformation, or ability to carry weight) and size (the size being governed by the position of the nail holes nearest the heels, which should fall over the bend of the quarters, or widest part of the foot).

"The shoe is then fitted. The outline of the shoe should conform to the foot from the bend of the quarter on one side around the toe to the bend of the quarter on the other side. From this point back to the heels, the shoe should gradually extend laterally beyond the wall to about one-eighth of an inch at the heels. This is in order that the bearing surface of the wall from the quarters back may be allowed to slide outward and inward over the shoe during the expansion and contraction of the foot. The shoe should rest evenly on the lower border of the wall and white line, and just touch the outer edge of the sole. It should also be wide enough at the heels to cover the buttress and extend back even with the bulb of the frog. When the surface of the shoe is wider than the bearing surface of the foot, the inner part of the foot surface of the shoe must be concaved to avoid contact with the horny sole (sole pressure).

"The nail holes in the shoe should be opened to conform, in size and shape, with the shank of the nails that are used in securing the shoe to the foot. In the case of a pointed foot, the shoe should be fitted a little fuller than the wall on either side of the toe to afford lateral support to the foot at the moment of break-over and starting its flight. The outside border of the white-line is the correct place to start the nails when securing the shoe to the foot, and the feet should be prepared, and the shoes fitted, with this aim in view. Nails, thus started, come out evenly on the wall, are low, and at a strong angle. High nailing destroys more horn than is necessary for securing the shoe to the foot, and after a few shoeings the wall is filled with holes, greatly reducing the strength of the hoof. The clinches should be short, strong, and smooth."

Lieutenant Jones: "Why do you have the horses shod with plain shoes?"

Captain Brown: "The plain or plate shoe more nearly approaches the natural state than does the calk shoe. It permits the horny frog to come in con-

tact with the ground, thereby reducing to a large extent the concussion on the foot structures, reduces the weight the animal carries, and permits greater freedom of action (ice covered roads excepted).

"One should be able to inspect shoeing quickly and with some degree of accuracy. In order to accomplish this, one must learn the essential points of correct shoeing and then make the inspection in a systematic manner. To effect a correct inspection, note the following points from the positions enumerated.

"From a position in front of the horse: Are the corresponding feet the same length? Are the feet balanced (broken-in or broken-out)? Are the shoes fitted with sufficient roundness at the toe? Are the nails driven the proper height and secure? Are the clinches strong and smooth?

"From a position at the side of the horse: Are the heels the same height on corresponding feet? Does the angle of the wall coincide with the angle of the pastern?

"From a position in rear of the horse: Are the shoes outlined properly at the quarters and heels? Are the shoes of proper length?

"With the foot raised: Is the shoe the proper size and weight? Are the heels of correct width and properly finished? Are the nail heads properly seated in the shoe? Has enough horn been removed from the hoof, or too much? Is there sole pressure at any point? Does the shoe rest evenly on the bearing surface of the foot?

"It should be remembered that prevention is of more value than cure. Therefore, between shoeing periods, diligent care on the part of the stable sergeant, the trooper, and the horseshoer, together with close observation and supervision on the part of the responsible officers, will eradicate most of the disorders of the feet.

"Stabling deprives the horn structures of much moisture, which they would ordinarily obtain under natural conditions. Moisture in the horn structures is essential to maintain elasticity and thereby resist, to a great degree, concussion on the foot and, at the same time, maintain solidity of the hoof. The front feet show more evidence of stabling than the hind, as the hind feet absorb much moisture from standing in the droppings. Therefore, we find the hoofs of the hind feet soft, pliable, and in a normal condition at all times, whereas the front feet frequently suffer in consequence of not receiving a sufficient supply from exterior sources. The horn fibers of the hoof are nourished by the flow of blood throughout the foot and consist, by weight, of a large percentage of moisture. In many localities there are seasons having but little rainfall, which causes the turf over which the horse is worked to become hard and dry. Under this condition, the moisture supplied by the blood is not sufficient to keep the hoofs in normal condition, and, unless moisture is supplied by the caretaker, the front hoofs will rapidly deteriorate. This perversion causes the hoof to become narrower; the horny frog to waste away; the quarters and heels to contract, causing corns; and the horn structures in general to become inelastic. This increases the concussion on the foot, owing to the loss of the cushion afforded by the horny

frog and its cooperative structures, the plantar cushion (frog), lateral cartilages (large elastic substances extending upward and backward like wings from the coffin bone), and the resiliency of the hoof.

"The feet should be carefully cleaned at the time of grooming to remove any filth that may have accumulated around the horny frog and over the horny sole. At the same time, the foot should be examined for evidence of injury, such as nails lodged in the horny frog or sole, or a stone lodged between the branch of the shoe and the frog. Note the softness of the horny frog; in health it is somewhat of the consistency of rubber. Note the condition of the shoe, its wear and position on the foot, the security of the nailing, and smoothness of the clinches. Examine the inner part of the legs for evidence of interfering. One may be governed by the condition of the horny frog as to the need of moisture in the other horn structures. When the horny frog is hard and dry, the remaining horn structures are likewise in need of moisture. The best method of caring for a condition of this kind is as follows: fill a large can with clay which is free of vegetable matter, and mix with water until the clay is about the consistency of putty. When the horses are put in the stalls for the night, clean and pack the front feet (of such horses as require it) with the moist clay, filling the space between the branches of the shoe over the horny sole and frog. It takes about one minute per horse to pack the front feet. If there are a great many feet to pack and few men to take care of the horses, good results may be obtained by constructing a clay stand in the corral, and leading the animals through this stand just prior to tying them in the stalls. The feet will fill with the moist clay and in most cases it will remain in the feet during the night. Ordinarily the clay will remain in the feet (unless removed by the groom) until all moisture in the clay has been absorbed by the horn structure of the hoof. The clay stand should be located near the water trough, in order to be easily reached with a length of garden hose for sprinkling each day. The stand should be about twelve feet square, if placed next to the building, and twice this size, if built under the picket line. Inclose the stand with an eight-inch shoulder of cement, stone, or wood, and fill with clay to a depth of six inches. Add clay as it diminishes and remove all clay every two weeks, or oftener if the standing becomes foul. One will also find this stand very useful for horses having fever in the feet.

"A record of the shoeing should be kept at the stable by the stable sergeant, and in the shoeing shop by the horseshoer. The advantage of keeping records in both the stable and the shoeing shop is to check against errors that may occur.

"The length of time between shoeing periods should be governed by the rapidity of the growth of horn, wear of the shoe, and general condition of the feet. Shoes should normally remain on the feet from three to seven weeks. A shoe should be removed and the surplus horn cut away, whenever a growth of horn, sufficient to affect adversely the natural functions of the various parts of the foot, has accumulated. The feet of some horses grow much faster than

others and require more frequent changing of the shoes. Climatic conditions, and the care the feet receive, govern largely the rapidity of the growth of horn.

"A troop commander should inspect the feet of all the horses in his troop at least once a week. This inspection may be made in the following manner: The troop commander has the horses lined up for inspection on level ground, with sufficient room for viewing from the front and rear. He has the stable sergeant and the horseshoer, with pad and pencil for making notations, accompany him. Each horse is then viewed, noting the general balance of the feet, the length of the hoofs, the outline of the shoes, the security of the nailing and clinching, evidence of interfering, and the general condition of the feet, making notations of such horses as will require shoeing the following week, and any changes in shoeing when re-shod. It frequently happens that structural changes in the feet have taken place since last slod, requiring a different type of shoe than that used when previously shod. This inspection does not necessitate picking up the feet of each horse, as any outstanding irregularity in the preparation of the feet, fitting the shoes, nailing and clinching, is easily observed with the feet on the ground. Feet that have become abnormal in shape since last inspected should be picked up and examined more closely. By this means, the troop commander is familiar at all times with the condition of the feet and has a check on the work of the horseshoer and stablemen."

Horse Show Judging

By Major Adna R. Chaffee, (*Cavalry*) *G. S. C.*

THE purpose of these notes is not to teach anybody how to judge horses. That can not be done on paper. Long experience and, I think, a certain amount of natural gift in appreciating equine symmetry and motion is necessary before anyone is a good judge of horses. The more one judges or works with horses the more he is satisfied that he knows very little about them. I have found that conceit in horsemanship diminishes in direct proportion to experience. With time one also discards fads and is more willing to listen to opinions of others. That is why three judges for a class are always better than one. Notes such as these may, however, assist some officers in the mechanism of judging should they be called upon to do so.

Duties of Officials

In the first place the duties of a judge are distinct from those of other officials of a horse show. The judge should be careful to keep within his own province. The president, officers, and executive committee are charged with getting up the show, making its regulations, drawing up the program, and conditions of classes, and the business management of the show. The committee of ring stewards, who are usually drawn from the executive committee, see to the management of the show ring, see that classes are called promptly, that jumping courses are set as called for in the conditions of classes, and that the judges are ready to begin the class. To the ring stewards the judges should refer any question of eligibility of a horse to compete in any class under the conditions as written. Frequently questions such as ownership, of whether a certain horse is within the height limit of the class, or as to whether a horse having competed in one kind of class is eligible for another arise during the judging of a class. These are questions to be decided not by the judges but by the ring stewards acting for the executive committee.

If the show has an official veterinarian and there is any question of the soundness of a horse being exhibited, judges should immediately ask the veterinarian to make an official verdict for the show. His decision in this matter is final. I have seen it done, but in my opinion there is nothing quite so bad in the horse show ring as for a judge to put a ribbon on a lame horse.

The duty of the judge is to pass impartial judgment upon the relative merits of the horses exhibited in the ring as they appear to him during the time of exhibition, and with every consideration of the conditions of the class as such conditions are written in the program.

Method of Judging

First of all, each judge should judge a horse as he appears during the exhibition of that particular class. This excludes what he knows of the animal's

previous performances. It excludes what the judge knows the horse can do when he is "right." It excludes the effects of a bad ride as compared with a remembrance of the same horse under a good ride. He must judge the horses as he sees them or feels them at the moment.

Next he should be thoroughly familiar with the conditions of the class. Frequently executive committees or the donors of prizes desire to encourage the breeding, training, or use of a particular kind of horse, a horse for a particular purpose, or the exhibition, care or use of a particular kind of equipment. The judge should carefully study those conditions in advance so that his decision may be as nearly as possible in favor of the best horse under the given conditions. If the conditions of a hunter class are 25% conformation and 75% performance a very different horse may win than would win if these counts were 40% and 60%. Exhibitors study these conditions and often go to great trouble and expense in meeting them as exactly as possible. They have a right to expect that the jury will be well informed as well as just and impartial.

Usually the ring stewards are at the elbow of the judges saying "We are half an hour behind schedule, so if you gentlemen will hurry this class along please, etc." It is unjust to judges and exhibitors in that class. It is an indication of poor work in making up the program. But it is nevertheless done. The judges should take the time necessary to come to a proper decision under the conditions of the class. That doesn't necessarily mean that every horse must be shown through the full gamut of the competition. Take an officers' charger class for instance, where the conditions call, briefly, for conformation 25%, equipment 10%, school movements 40% and jumping 25%. The judges may immediately see an old "skate" so poorly turned out that he is scarcely worth looking at. They they see quickly that he has no walk or trot. He should be lined up with the discards and forgotten in order to save time for thoroughly testing the other horses. Work quickly and move quickly in the ring. Be ready to take the class in hand immediately it enters the ring. Save all the time possible in this way. But judge conscientiously and thoroughly and have a reason which can be stated when asked why you placed the ribbons in the order you did.

Conformation, Type and Gait

Conformation and type enter into the percentages of many classes. Sometimes the award is made entirely on this basis. To judge conformation one must be thoroughly familiar with a particular breed of horses. A thoroughbred is one horse and a hackney another. There is also a difference in points between a Percheron and a Welsh pony.

Type is conformation, and sometimes breed, applied to a particular purpose. That indefinable thing known as "quality" which I think is very essential in an officer's horse, is not so essential in weighing troopers' mounts. A light-weight hunter capable of carrying 150 lbs. to hounds is a different horse from the heavy weight whom the conditions specify must be able to carry 200 lbs. Sometimes the breed itself is an absolute requisite, as in a thoroughbred hunter class.

Gait is perhaps the most important of the performance factors. Trueness

and straightness of gait at the walk and trot should be carefully looked into. Gaits should be springy and lively, indicative of strength, suppleness and soundness. In a saddle horse the gait, balance and manners together should indicate an easy and enjoyable ride. Every horse under the saddle should have a good square lively walk. No walk, no horse.

The importance and the characteristics of other gaits vary in different kinds of classes and breeds of horses. The trot of the saddle horse should be not only square and balanced but brilliant in gesture. In the hunter so long as it is square and easy, lowness and length of stride are to be preferred to brilliance. In the polo pony the trot is a negligible gait and need not even be shown. I am not competent to speak of mixed gaits. I know nothing about the rack, fox trot, single foot, pace and running walk.

In all judging, particularly of gait, the horse should be viewed against the background of his usage. A horse to carry a well turned out, beautiful woman for an hour on the bridle paths of Central Park should have the grace and beauty to hold up his end of the picture. A horse to carry the 250 lbs. of a soldier's load on the march day after day should be strong, active, of suitable size, and give the impression of hardihood and ruggedness.

Judging Jumping Classes

In judging jumping classes for performance only, the only thing taken into consideration is clean jumping, that is clearing the obstacle without touching. If the class is an important one or the course is long and complicated there should be a judge at each obstacle and a chief judge whose duty it is to total the scores. Sufficient messengers should be provided so that the score of one horse will be in the hands of the chief judge by the time the next horse enters the ring.

The scale of deductions for faults in jumping is usually laid down in the program. The knockdown of a fence is more important than a tip. A fault in front is twice as bad as a fault behind. A refusal is as serious as a knockdown by the forelegs, and three (it ought to be two) refusals at the same jump eliminate the horse.

In judging hunter classes conformation, type and way of going are taken into account as well as clean jumping. A hunter may be described as a horse who will give "a safe and pleasant ride to hounds." Safe jumping is more than just jumping cleanly. A horse may jump cleanly, but if he rushes his fence with his head in the air, if he "props" one fence and takes off far away from the next, if he "gets in wrong" and hops off of a front foot, if he messes up his landing, a hunter judge will not look at him. A hunter must go an even, steady pace between his fences and that pace must be a good gallop. He must be able to jump from his stride. In Corinthian and hunt team classes the unwritten law is that the horses shall be shown over the entire course at a good hunting pace—a slapping extended gallop. A jumper who has to be collected for his fences is not a hunter; he could never keep up with hounds.

To be a pleasant ride to hounds a horse must have "manners." This

eliminates the puller, bolter and refuser. In classes for ladies' hunters this is very important. None but the very best manners should be rewarded in a ladies' hunter class. A judge should look at a ladies' hunter as a horse to which he would be perfectly willing to trust his wife or sister in the hunting field. I still carry fond rembrances of seeing Mr. Thomas Hitchcock's hunters exhibited in the old Garden. Their manners were always perfect. They showed careful training. His hunters were "trained" not just "broken." Never a one but was fit for a lady to ride.

Judging Polo Pony and Military Classes

In judging polo ponies, I say ride them if possible in addition to judging from the ground. While the thoroughbred pony is desirable on account of the speed of the modern game, still there are many good ponies which are not clean bred, and some with conformations not quite so good but which are tremendous performers in spite of that. Only a polo player can judge a polo pony.

After the judge has watched them under their own riders and has selected the several best in conformation, speed, manners and apparent hardiness, then I know of no better way to place the ribbons in the proper order than to ride them with the question in mind, "Which of these ponies would I rather have for two periods of polo in a good fast game."

The prime requirements in a polo pony are requisite speed, a level head and a good mouth. Ponies that turn on the forehand at speed break their legs and kill their riders in polo games. Pullers should not be allowed on the polo field or in the show ring.

Military horse shows involve many special classes and conditions. In judging officers' chargers in the school movements, great detail and care is required. A judge for this event must be a competent school rider himself. No artificial aids should be permitted. Charger classes involve many counts: conformation and type, equipment, gaits, school movement and balance, particularly with the reins in one hand, manners and jumping. To investigate and weigh all these things requires much more time than the ring committee is usually willing to give. It is well, if possible, to arrange for a preliminary hour.

Conclusions

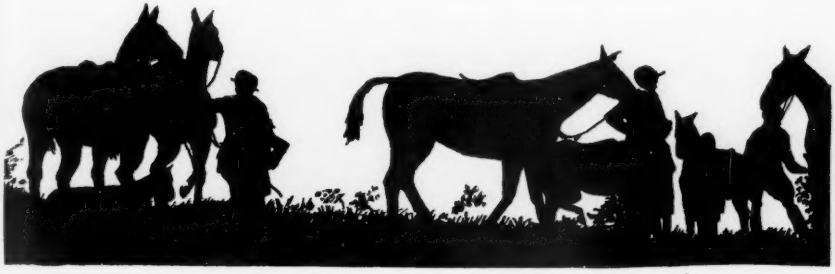
The object of horse shows is to encourage by friendly competition and reward the breeding and owning of horses for particular purposes.

Horse shows serve a very useful purpose in the army, encouraging the proper selection, care, training and maintenance of the horses and equipment entrusted to us. They did more to bring up the standard of horsemastership in the Third Army in Germany than all the inspectors and special instructors rolled together.

The judge for military classes must be a horseman and a practical soldier who knows the conditions under which animals work in the field. He should keep the picture of those conditions in the back of his mind. The mule to pull the old infantry animal-killing water cart would drive a pack master like old Jack Hollingsworth crazy if issued to him for use in a pack train. In judging

artillery teams keep in mind a raw, wet day, heavy muddy roads, and a heavy load at the end of the traces. Galloping around the ring is all right to give the crowd a thrill but in judging *"c'est magnifique mais ce n'est pas la guerre!"*

And lastly, in proper classes, reward well cared for and well turned out equipment, especially in military classes. Shining brass and glittering steel, supple or polished leather, immaculate vehicles; these only are a fitting setting for well bred, well conditioned, well turned out animals. Soldiers are proud of well turned out animals and equipment. It is remarkable how a prize winning vehicle will soon be reflected through a whole train.



The Hunter

By Major D. W. McEnery, *M. C.*

Ex-M. F. H., The Cavalry Hunt, Honorary Whip, The Artillery Hunt

ANY horse may be called a hunter that can jump and follow hounds across country whether the horse be the size of a pony or a draft animal. Horses have been ridden to hounds and in the chase since horses have been ridden, yet a hunter as a type has never been developed. In Ireland there is a large pedigreed thoroughbred that approaches the hunter type, but they are rare and not produced in quantity for general use. In Canada the hunter has been studied and his development brought to a high standard. The Canadian hunter brings a large price in this country. England, where the hunter is in greatest demand, has lately devoted a great deal of attention to the breeding of hunters.

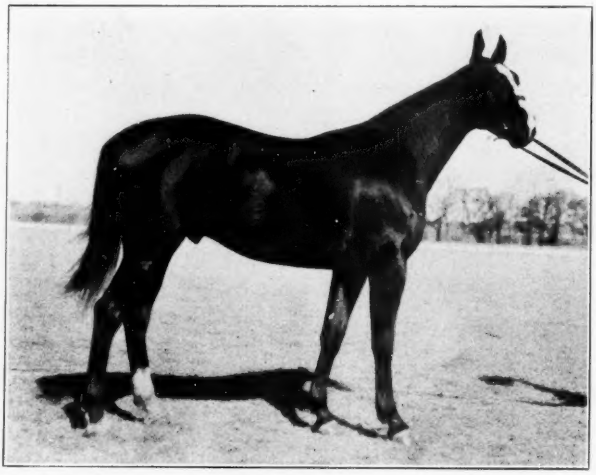
With the production of the hunter in the United States great strides have been made since the World War. There is no doubt that the time will come when a hunter sire and a hunter dam will produce a hunter offspring that we may reasonably expect to develop into a horse that will jump, be of good disposition, and of hunter conformation. Every year we are coming more to thoroughbred blood, and this is due mainly to the Remount Service and the Genesee Valley Half Bred Stud Book. I believe the name "Half Bred" for the stud book a mistake. It seems to cast a slur on the horse entered. Breeders here will have none of it, and will not take the trouble to fill out the application blank and pay the small fee of two dollars. Could it not be called the Hunter Stud Book? I think it would be more successful.

The requirement that the sire be thoroughbred is excellent. In addition the dam should be sired by a thoroughbred. The Remount Service is convinced that the thoroughbred is the coming horse to be used as hunter, polo pony and charger. Every year the brood mares approach nearer the thoroughbred and a greater number each year are registered mares. This is indeed a very important step in the right direction. Many persons who have given the subject much thought are convinced that the thoroughbred is the future hunter. It is just a matter of breeding by selection for a few generations. The majority of thoroughbreds, it is true, that have been raced and raced too young, are not suitable for hunters. The thoroughbred has never been bred for type but for speed alone. He has been inbred for speed to such an extent that the breed is becoming weedy and good only for bursts of speed. The race horse and the greyhound are parallel in their breeding for speed. The old English greyhound pictures show a very powerful large hound as compared to the modern slim roach-backed article with the extreme speed of the present day. The same is true of the race horse. Instead of improving in strength and endurance the average thoroughbred is nervous, bad tempered and of weak constitution. Fortunately this is true only of the average. Those above average are very different, and it

is to the credit of the Remount Service that a great number of these are now scattered over practically all of the United States as stallions.

Breeding

The Breeding Bureau of the Jockey Club, the Remount Service, and the Genesee Valley Breeders' Association are all working hard for the development of the hunter. The best work has been done by the Genesee Valley as this



"Krippalong"
Thoroughbred Gelding—4 Years—by Krippen. Owned by Major I. T. Wyche

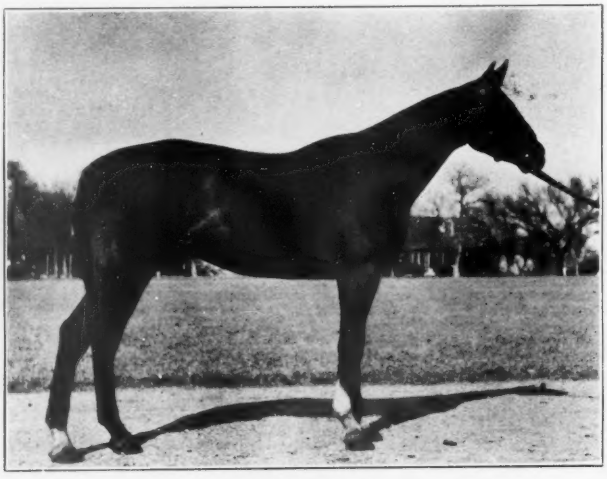
Association, under the valuable guidance of Mrs. Herbert Wadsworth, has almost reached our ideal hunter. Horses have been bred in the Valley for a hundred years, and it has always been a land favorable to the thoroughbred; so, to start with, these mares carried a great deal of thoroughbred blood, though they were called farm or cold-blooded mares. Naturally, now that the third and fourth cross of thoroughbred is being produced, the animals are nearly thoroughbred with just enough cold blood to steady that nervous tendency of the thoroughbred which should be absent in a good hunter.

As every hunter should carry three-fourths thoroughbred blood, it is well to discuss for a moment what the cross should be. Personally I do not think it makes much difference, as each year sees another cross of thoroughbred blood. I am not in favor of the Arab or the American saddle horse. I do not like the draft type. The blood does not mix well with the thoroughbred, and only occasionally do we see a *Bally MacShane*.

The two breeds I do favor are the standard-bred and the hackney or coach horse. For some reason the hackney and coach seem to get jumpers when the

top cross is thoroughbred. Lord Ashton in writing of the points of an Irish jumper, speaks in high favor of the hackney as a jumper, especially if a hackney sire is crossed on a thoroughbred and that offspring bred again to a thoroughbred sire. *Nigra, Moses, Sandy, Jack Snipe* and many more of the big jumpers at Fort Riley are thoroughbred-coach cross. The greatest fault of the hackney when bred to the thoroughbred is that the hackney type prevails over the thoroughbred too many generations for quick breeding purposes. The better cross in my opinion is the square trotting standard-bred, not the pacer. Both the thoroughbred and the standard have been tried for generations for endurance on the track, and there is enough foundation thoroughbred blood in the standard to prevent freak "throwbacks."

But I believe in time the cross in making the hunter will be only of historical interest, just as we now argue over the question as to whether the ancestor of the thoroughbred was a Barb or an Arab. I do think, however, that the Half-Bred Stud Book and the Remount Service should exercise more care in recording the breeding of the dams. With the Remount's four hundred and sixty-one thoroughbred stallions bred to over eleven thousand mares last year,



"Yo Tengo"

Bay Gelding—4 Years—by Yo Puedo Out of a Grade Standardbred Mare. Government Owned

the thoroughbred goes marching on. Naturally the fillies will be bred back to thoroughbreds until the cross blood will be lost in antiquity. But breeding the thoroughbred sire of hunter conformation to the thoroughbred dam of hunter conformation is the best mating of all, especially if one or both have hunted or raced over steeplechase courses. There are thoroughbreds and thoroughbreds, but only a few look like hunters and act like hunters. It should be the objective of the Remount Service to increase this number by breeding by selection and not

by family or in-breeding, which has been the greatest factor in making thoroughbreds the high-tempered horses that some of them are today.

Conformation and Type

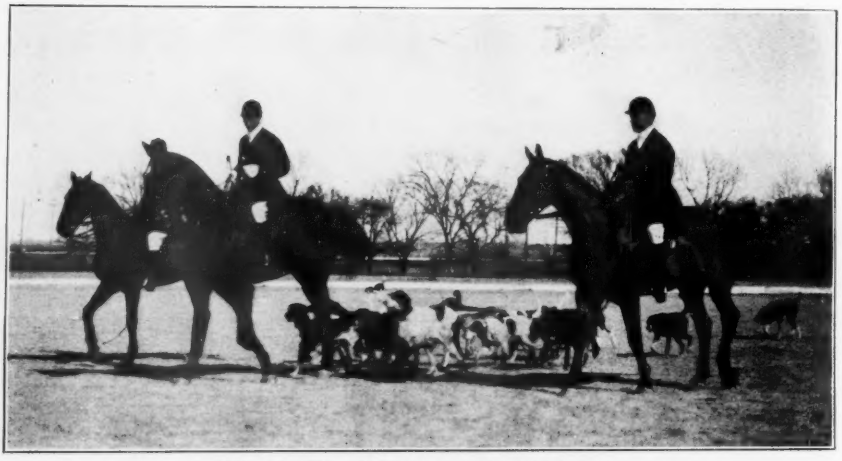
The thoroughbred is the only breed that has the conformation and hunter type without crossing to other blood. If we wish to get hunter conformation we have to cross to thoroughbred blood, and, as a rule, must utilize the thoroughbred as a sire. It is not the purpose of this article to give the conformation of the hunter by points. I will refer anyone who wishes to go into detail to Hayes' *Points of the Horse*. I will presume the hunter to be of good conformation as a horse and emphasize what in my own opinion he should have to make him stand out as a hunter.

To begin with he should have a frame mechanically made to allow him to jump, should he be willing to do so. If he is not willing, his hunting career should stop right there. But Lieut. Colonel Goldschmidt in *Bridle Wise* says that hunting is the only sport a horse enjoys and I believe him. He usually enjoys it as much as the rider. If the horse is of the right conformation and goes well, the rider will know the joy of motion and the thrill of the hunt. If the horse is of faulty conformation, running wild at his jumps, head up in the air, with a choppy quick gallop, the rider generally takes up golf.

The hunter should be in two classes, light and heavy. No horse should be classed as a hunter under 16 hands and 1050 pounds nor over 17 hands and 1350 pounds. The division between light and heavy should be somewhere in these limits, and the middle-weight class should be abolished. There is nothing so confusing as going to a horse show and seeing the same horse come out to win ribbons in all classes. One moment he is a heavy-weight polo pony and by magic he appears in the next class as a light-weight hunter. Having won these two classes he endeavors further to annex the blue in ladies' and gentlemen's saddle classes and the charger class. Speaking of type, I fail to see the difference between the hunter and the charger. The hunter is the charger and I recommend that the word charger be dropped. The same horses are always shown as charger and hunter. The only difference is the requirement of performance in the show ring.

On first glance the hunter should be pleasing to the eye or as Lieut. Colonel John A. Barry, the noted hunter judge says, he should "fill the eye." No matter how long the neck and good the front, if the rear is not there, he is no hunter, and likewise a magnificent pair of hocks will not compensate for poor shoulders and a short heavy neck. Watch the top line, a line running from head to tail at the top of the horse. It's a quick easy way to judge the quality of hunter. The head should be fine, broad between the eyes, and fairly short. The eye should be large, kind, somewhat moist-looking, and fairly prominent with the "look of eagles." The neck need not be very long or very slender, but the shoulder should always be broad and flat to give good rein length. A well-shaped flexible neck is better than a long stiff one. The top line of the neck should be longer than the bottom line. The head should fit on the neck so the

bend will be at the poll. The neck should have the flesh at the top and be firm and prominent as it goes to join the head. The head and neck should have the appearance as if the hunter were looking over a fence. The rear of the hunter is as important if not more so than the front. The croup should be long, powerful and slightly sloping. I do not like the straight or stretched hock found in a great many racehorses. The hock should be clean, but large and heavy looking. The hock, looking behind, should bow neither in nor out, but of the two faults I prefer them a bit close. From the side there should be a bend but not sickle-hocked. There should be a long line from hip to hock, and then a short line straight down. This will give the proper leverage over a jump. The hind leg of a greyhound is built similarly to this. There should be a marked pinched depression in front of the withers. The shoulder should be long and sloping.



The Artillery Hunt, Fort Sill, Oklahoma
Major Wyche M. F. H., Lieutenants Taylor and Potter, Whippers In

The withers must be prominent, but not razor-like. The back should be fairly short, but not so that the horse looks pushed together or roach-lacked. The rest of the horse is without argument and we all agree to flat tendons, big barrel, lung and breathing space, big bone, and well let down hocks. No one likes a light leggy hunter. They are usually dangerous over jumps. A hunter with a quiet disposition will perform regardless of conformation, but if he happens to be a puller or fretful, he will take advantage of his peculiar formation to give you the worst ride he possibly can.

Lord Ashton gives five points he considers most essential in the Irish hunter:

1. Good back and shoulders with deep round ribs; head well set on, not fleshy, and with the eye prominent.
2. Sound well shaped feet; legs short, and flat from the knee down; joints large and clean.

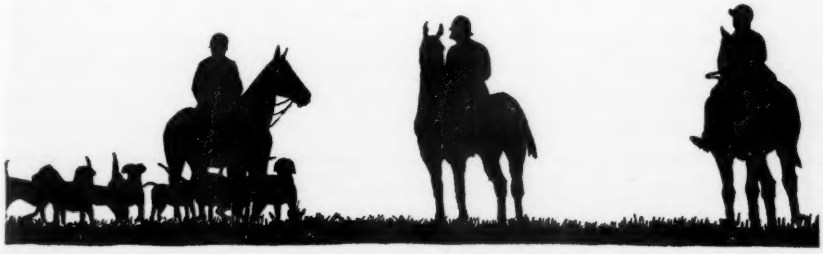
3. Action true, and what is even more important, light.
4. Hind legs set well under the quarter.
5. Tail fine and carried well out from the quarter.

I have mentioned most of the points that are usually disagreed upon except the pastern, and I think that is mostly with the rider. I prefer a moderate sloping pastern—too sloping gives too much motion in the saddle, especially in the walk.

The Test of the Hunter

I believe the test of the hunter should be the work for which he is bred, that is the hunting field and the steeplechase course. The race track is not suitable; the distances are too short and horses are raced too young.

I have been told that almost invariably a thoroughbred is gelded before he becomes a steeplechase horse, and the belief in the hunting field is that the gelding makes the best hunter. This is unfortunate as we should look for our mares in the hunting field and our sires on the steeplechase course. On reading *Thoroughbred Types* we find that there are thirty-six outstanding steeplechase winners in the past twenty-five years, and the great majority were gelded. There are only a few mares and only one mentioned that had given a colt to the track. I advise all horsemen to turn the pages of *Thoroughbred Types* from time to time. The story is told in pictures, the best way of all to tell the story of the horse. To me *Maintenant, Short Grass,* and *Stefen the Great* show hunter quality to a marked degree. Among the chasers what a pity that *Conqueror, Oracle II,* and *Burgoright* were geldings, all thoroughbreds, of hunter conformation and wonderful jumpers. Among the show horses *King Nelson* stands out, as he is thoroughbred and won laurels and praise both in the show ring and in the hunting field. The book does not state if he is gelded, but no doubt he is. It can be readily seen what a loss these gelded thoroughbreds are to hunter breeding. When we turn the pages to the working hunters we see for the most part a sorry lot, showing what a great field there is for the breeder to fuse type with performance. The thoroughbred, *Dan IV,* appears to be the exception. He was imported, raced successfully as a chaser, and kept entire. He has been donated to the Remount Service and is at Front Royal, Virginia. There is one among the polo ponies that, had she been larger, would have been placed among the first in hunter conformation. I am speaking of the thoroughbred mare, *Belle of All.*



Officers' Chargers

By Lieutenant Colonel Gordon Johnston, *Cavalry*

WE HAVE read a great deal about officers' chargers from the ideal point of view, breeding, type, conformation, etc., which might be secured at prices very far beyond the reach of the average officer. It is well to have ideals, but, at the same time, keep in mind a practical and reasonable type of horse which should give satisfactory performance.

Assuming that the National Guard or Reserve Officer finds himself called to active duty and requires a mount, he will be obliged either to select a government horse or to purchase one privately. In the latter case, it is assumed that unlimited means are not at his disposal. Therefore, it is necessary to point out certain reasonable and essential characteristics of such a charger as a guide to the officer making the selection. In general, the description should read about as follows: Mare or gelding, 15-1 to 15-3; Age, 9 to 11; Weight, 1000 to 1200 pounds; Color, bay, brown, or dark chestnut.

It will be noted at once that the age recommended above is higher than is ordinarily considered in case of purchase. However, this is a very important consideration. In the first place, the horse at ten years of age is at full maturity. In the second place, he has established his character and reputation, and, without question, disposition, intelligence, willingness, and honesty are the essential characteristics of a good horse. Proper inquiry in the neighborhood and among people where the horse is known quickly discloses the character which he has established and this should be rated more highly than almost any other qualification. Furthermore, at this age a horse which has done an honest amount of work and is still sound will probably continue sound, and by this is meant serviceable soundness. Such things as splints, wire cuts and other blemishes, which have not interfered with the horse's work for a long time may well be left out of consideration.

Having rated disposition so highly, it is recommended that, in case the reputation of the horse and his past performances cannot be ascertained, a careful study of the animal's head should be made. The disposition above referred to is generally found in a horse with a large, full eye, a straight front line, a wide, flat forehead, a reasonably fine muzzle, and well-formed, alert ears. Roman nosed horses, those with a bulging forehead, small, round pig-eyes, coarse ears and muzzle, may well be looked upon with suspicion. Of course, the best test of all is to take the horse and use it, keeping it in your own stable several days, if this is practicable.

Next in importance to disposition and character are the feet. These should be solid in color, of the appearance and texture of hard rubber, of a size to correspond with the horse, both pairs shaped exactly alike, outer wall smooth, open heels, and well developed frogs. The importance of good feet cannot be

over-estimated. No matter how good the rest of your horse may be, if any one of the feet go out of business, that is the end of it.

The shape of the back is rated next in importance, particularly if a McClellan type of saddle is to be used. A straight back, with very slight prominence of withers when the horse is in good flesh, is essential. The withers become prominent enough when the horse goes down in flesh. A "roach-back" horse or a "sway-back" horse cannot pack a heavy load on a McClellan saddle without suffering injury. The ribs should be well-sprung, and the lower line of the middle piece fairly straight. Beware of horses with a wasp waist and limited forage capacity.

The action of a horse deserves most serious consideration for it affects ma-

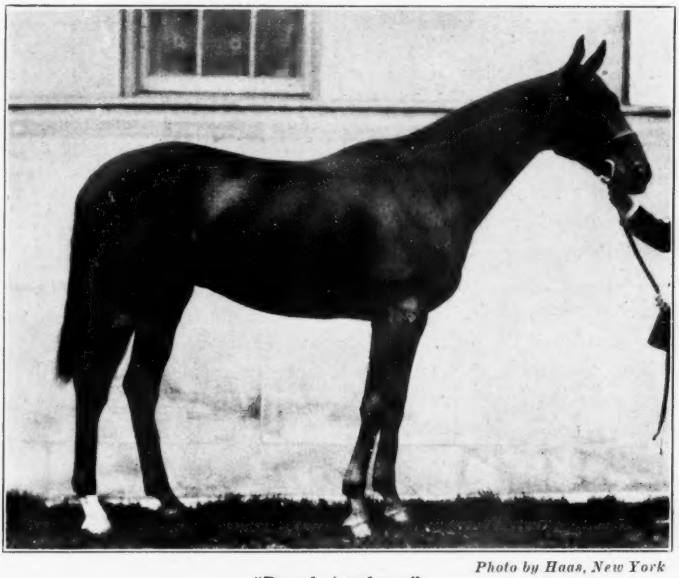


Photo by Haas, New York

"Royal Academy"

A 51st Machine Gun Squadron Animal and a Good Type for the National Guard Officer's Charger

terially the endurance and the ability to carry weight. Viewed from in front, the horse at a trot should move the front legs and feet straight forward, the knees seeming to rise and fall in the same plane without dishing or paddling of the feet. From the rear, the hocks should move straight forward and be thrust well up under the horse. They should give the effect of a piston-like thrust. From the side, each pair of legs should swing evenly, that is, covering the same distance at each stride, and the joints, both front and hind, should flex to about the same extent in the knees and in the hocks. However, the best method of determining good action is by riding the horse. The gaits should be even and comfortable to the rider, for no matter how excellent the horse may be in other

respects, if the rider is worn out and exhausted, his efficiency and effectiveness will be very much decreased. Also, a comfortable ride reflects itself on the disposition of the officer, which, in turn reflects itself on his command.

Horses conforming to the above requirements may be secured or selected with reasonable certainty. However, horses answering to the above requirements may range in quality from one worth about $160.00 to one worth $5,000.00. There are many hunters and polo ponies which fill the above description which could not be purchased for the latter figure from their owners, so it should not be considered that the meager list of essential requirements mentioned above indicates a plug. The trouble is that in the selection of horses, officers frequently have in mind a perfect and ideal type and allow their all-round judgment to be influenced by the fact that a certain individual has one or more of the characteristics of a really fine horse, while very deficient in some one of the above essentials. This leads to the choice of unbalanced horses and rarely results in the selection of the proper type for hard work, for endurance, and for the sure conveyance of the rider on field service.

Probably the most difficult thing to do is to select a good horse out of a corral. It may happen that the officer is under pressure to make his selection promptly, and not have a sufficient time to go over the horses carefully. The following procedure is recommended:

Have all the horses tied to the corral fence and walk around the outside, selecting only those horses with good heads and long necks. Have these segregated and taken to one side. Then, have each horse led before you, one at a time, and look only at the feet. If these are covered with mud, as often happens, insist on their being cleaned. Select and segregate again, choosing only those horses with good feet, refusing to inspect the other points at this time. Send the horses with bad feet back to the herd and then examine the remainder to see if they have good backs. Again select only those with good backs, sending the others entirely away. Have the remaining horses, one at a time, led at a trot straight toward you and straight away, examining the action. The horses should then be moved at a trot so that the action may be observed from the side. At this time select the horses with good action. Your selected group will then be quite small and the remainder may be given closer inspection with a view to selecting the horses with the most quality, bearing in mind that for field service a big middle piece and a quiet disposition are essential. If there is opportunity for further trial, try out, under the saddle, all of the horses that are left and select the one which gives you the most comfortable ride.

The horse is your partner wherever you go,
Faithful and loyal in weal and in woe.
His welfare calls for your constant care,
Fair use—no abuse—and his strength you'll share.

The Cavalry Pack Horse

By Lieut. Colonel Albert E. Phillips, *Cavalry*

Inventor of the Phillips' Pack Saddle

THE Cavalry Pack Horse! What an alluring subject! It brings up visions of pack transportation at cavalry gaits; of strictly fire elements of cavalry armed with modern weapons of war—machine guns of 30, 50 and other calibers; radio, demolition, and other combat packs—visions of a more powerful cavalry.

We are all familiar with the highly mobile cavalry of old, now called the "maneuvering elements" of cavalry. But not all military men and few civilians are even acquainted with the "fire elements" of our cavalry. Likewise, the majority of our officers have seen cargo pack trains moving along at the walk and amble, but few indeed have seen our combat pack units, especially machine gun troops, galloping across country, jumping obstacles,—into action in ten seconds and less, and out of action just as quickly. For those of you who have not seen this work, reflect for a moment on just what this rapid maneuvering and transference of combat power from place to place on the field of battle means and then you will not be one to say that the day of the horse in war is over.

Modern implements of warfare are but accessories to the man and the horse, to be used to the greatest advantage by combining speed and surprise with fire power.

Pack transportation is as old as the military art, but pack transportation successfully conducted at cavalry gaits, as part of a cavalry column, dates from the recent development of suitable pack saddlery. For many years we used mules for all pack saddlery but now have settled on the horse for all cavalry packs.

Selection of Pack Horses

Before discussing the type of horse best suited for cavalry packs let us consider a few requirements and some views on assignment of horses.

The cavalry pack horse is invariably a part of a team, therefore, it should be well mated with the ridden member of the team, as to size, gaits and disposition. Size, as an element of conformation, is important for requisite strength and ease of packing and unpacking; for it is obvious that a tall horse is difficult to pack. Let us state here that the gaits of the ridden member of the team should be approximately the same as those of the pack member and not the other way around. Success in marching and maneuvering a cavalry pack unit is based on the rate and gaits of the animals carrying pack loads. Every cavalry troop now has a considerable number of pack loads.

The pack horses should be selected from among all the horses of the troop. The number of horses required for packs in the rifle troop is small; most of the packs are for the "fire element" of the troop and we are concerned with the welfare of the troop as a whole. For the strictly fire elements or combat pack

troops—the machine gun troops—it is vital to success that suitable horses be assigned to the troop for packs and the remainder in the troop be used for riding. The Artillery selects its draft horses and rides the others.

When we had only two or three packs in the rifle troop, most troop commanders assigned unsuitable riding horses to carry the packs, but these were cargo packs and this method in the assignment of horses to carry combat packs will now defeat its own purpose.

During the recent maneuvers of a large cavalry command, every conceivable type of horse usually found in a large force was used to carry packs and troop commanders stated that they gave preference to the selection of their riding horses. One notable exception though—a pack unit—selected its pack animals and all the animals of this unit, both riding and pack, were in excellent condition.

Type for Pack Purposes

As the cavalry pack horse should be selected from among the standard mounts for cavalry, it is not necessary to dwell on such special breeds as thoroughbreds, Arabs, Morgans, etc. Every horseman knows that many excellent cavalry pack horses may be found among these two latter breeds and a few found among thoroughbreds. The high strong, nervous horse, whatever its breed, is undesirable. The half-bred hunter makes an excellent cavalry pack horse and the breed has many desirable characteristics; one worth noting here is the ability to negotiate jumps. The standard-bred horse is generally more docile than better bred horses and a greater number of the breed is obtainable. Insofar as breed is concerned, therefore, our pack horses should come from the half-bred and the standard-bred animals.

We are particularly concerned here with those features of the horse which are of value for cavalry combat pack transportation as distinguished from heavy cargo pack transportation, at pack train gaits. We are also interested in the special features that the troop officer will seek in the selection of his pack animals. Army Regulation 30-440 gives the general and special specifications for horses and these specifications are, with one exception, excellent as specifications for the purchase of horses. The exception noted is in paragraph 2—(3), in which it is stated—"In draft and pack animals (horses) the neck is shorter and thicker than the riding animals." The short, thick-neck pack animal is strictly a cargo pack train type—a heavy burden carrier—generally a slow mover and a poor jumper. We do not want our pack horses of this type. The cavalry pack horse is not a heavy burden carrier; his loads are principally light combat loads with an authorized weight of 200 pounds over the weight bearing parts, including the saddle. As part of a team the horse is driven at from three to four feet from the rider; his neck therefore, should be similar to that of other cavalry horses.

Desirable Conformation

Neck—"light, moderately long and tapering toward the head; crest firm and longer than the underside." A. R. 30-440 for cavalry horses.

Height—from 15 to 15½ hands, with corresponding weight of from 1000 to 1200 pounds. Horses within these limits of height are easy to pack and unpack, and, if short coupled, usually travel low to the ground and with less back motion than taller horses.

Back—short, straight, strong and well muscled, with emphasis on straight backs.

Chest—large girth; ribs well sprung, long, well separated and sloping backward. By well sprung ribs we do not mean a broad ribbed, draft type of horse.

Barrel—large, gradually increasing in size toward the flanks, strong and full through the waist.

Withers—medium height, not too thin nor too thick, well developed and well muscled.

Shoulders—long, slightly oblique and well muscled.

Loins—broad, straight, short and muscular.

Hindquarters—wide, thick, not too long, well muscled and well directed.

Legs—straight, strong legs with heavy bone, pasterns short and strong and not too oblique.

NOTE: A good unit of measure for the maximum size of ribs and barrel is the Phillips' pack saddle in position on the horse in which the ribs and barrel should not push the sides of the saddle outward.

Gait, Disposition and Training

Gaits are of considerable importance for the well being of the pack horse and for the marching and maneuvering of the troop. The cavalry pack horse should walk, trot and gallop, with free, bold and prompt action. It should have but *little motion to the back at the walk* and should travel low to the ground at the trot. Pacers and single-footers are undesirable.

Some horses have excessive transverse motion or side swaying of the body in rear of the forequarters at the walk, and others have excessive longitudinal—up and down—movement of the saddle position, causing the pack load to rock as though it were packed on a camel. The high trotter wears himself out by the pounding of the load. Posting by a rider will save this latter type.

As success in marching a pack unit is based on the rate and gaits of the pack animals, it is evident that the pack horses must not hang back at either the walk or trot. And conversely, the ridden horses of the unit must not move at a trot or most of the pack animals will gallop. The pack horse should at each gait have its head in line with the head of the ridden member of the team or slightly in advance of it. In this position, the pack horse is driven—not led—and this is one of the reasons why the term "driver" is used in the machine gun drill regulations.

The pack horse should be gentle, have a kind disposition and be free from vicious habits. It normally carries an important combat load and soldiers must work around it and on its sides in unpacking for rapid action and in packing up—and time is too valuable to waste on a horse that bucks, bolts, or is high strung and nervous. Unfortunately, the best type of horse for cavalry packs is the horse that every soldier likes to ride.

We are concerned here only with the training of the pack horse and the

pack team. All horses of the troop should receive basic remount training before selection of horses for packs. From this stage forward, if time permits, the pack horse should be trained as a trooper's mount to include jumping, though this additional individual training, except jumping, is not necessary for the development of horses for packs. The pack horse should stand when being packed and unpacked. From this period on the training should be by teams of "driver and pack," to be followed by training of the squad and platoon as pack units. Training of the "pack team" should be similar to the Artillery, "School of the Driver," to include moving forward, backward, circling, turning and jumping, at the prescribed gaits. Halting from the gallop, to be unpacked and packed, is of particular importance.

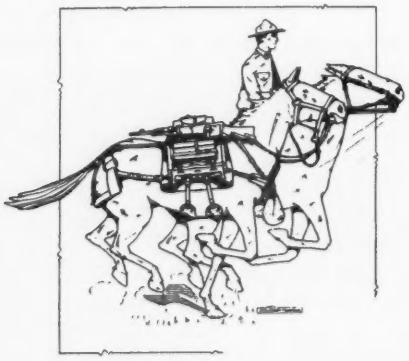
Let it be said here that there is considerable difference between "leading" the pack horse and "driving" it, the difference being particularly noticeable in squad and platoon drills at the faster gaits.

Training of the squad and platoon as pack units should include forward movements, right and left circles, spirals, turns and also right and left abouts by individual teams.

Unsuitable Types

Types of horses soldiers do not like to ride and which we often find assigned to packs are horses with very broad backs; narrow ribbed horses with high backbone; sway back horses; very tall and very short horses; horses with excessive back motion; high trotters, poorly gaited horses, including single footers and pacers; buckers, bolters, and high strung nervous horses. These are types unsuitable for cavalry packs.

Pack transport, even at the walk, requires experience and skill to maintain it in that high state of efficiency without which continuous operation is impossible, and the first requirement for the successful handling of combat pack transport at cavalry gaits lies in the selection and training of pack horses and pack teams.



Conditioning Horses

By Major Thomas T. McCreery, *O. R. C., Remount Service*

Feeding and Stable Care

CONDITIONING of horses for any purpose consists *primarily* of good feeding and good stable care. By good feeding, I do not mean that all horses should be fed *scientifically,* because scientific feeding always calls for a balanced ration. And a balanced ration is very good in most cases, but not in all cases. Experience in practical feeding will lead one to believe that in most cases a horse requires more protein than a balanced ration calls for.

The Government ration for horses consists of oats, hay, and bran. Oats is the nearest single feed stuff we have to a balanced ration, so the practical feeding will have to be regulated by hay and other roughage. At the present time I am training race horses and have seven kinds of hay in my stables. These are: timothy hay, alfalfa hay, timothy and alfalfa mixed hay, timothy and clover mixed hay, California red oat hay, pea hay, and Japanese bean hay grown in South Carolina.

I have no system of feeding any of these, but feed very little of the timothy hay, and am inclined to feed thin horses more alfalfa, pea hay, and bean hay. These are all very high in protein, while the California red oat hay is high in carbohydrates and fats.

My horses have hay and water in front of them at all times, and I find that none of them will eat more than fifteen to eighteen pounds of hay per day. I feed from six to fourteen pounds of grain per day, depending on the condition of the horse and the amount of work he is getting, and find that most horses will not eat over eight to twelve pounds of grain per day.

I also note that, by keeping water in the stalls at all times, they will not drink more than eight or ten swallows at a time, but I often take a horse's water away while he is eating his grain so that he will not take a mouthful of grain, and then a swallow of water. This allows the horse to swallow the grain without properly masticating it, or thoroughly mixing it with saliva, which is so necessary to good digestion.

I have about one-half pound of bran placed in every feed and fed dry, but I also feed steamed, not boiled, oats about three times a week in which bran is placed.

I have salt in the stalls at all times, and do all I can to make the stalls attractive and comfortable. By this, I mean that the stall should have plenty of bedding in it during the day as well as night, as horses like to lie down during the day, and the more they rest, the more flesh and strength they conserve.

The stall should be dry, *airy* and light, and kept clean at all times. *Ventilation* should be regulated so that no draft blows directly on the horse.

The horse should be well groomed; his feet kept clean. It does not hurt a horse to wash his hoofs, but oil should not be used on them.

Sunlight is a great thing for a horse, but I do not believe that he should stand on an uninteresting picket line all day to get it.

One of the most important things, besides good horse shoeing, is attention to the horse's teeth. They should be floated at least once a year. Wolf teeth should be removed, and the edges of the molars should be kept smooth. By this I do not mean that the table of the teeth should have their rough surfaces polished, but the sharp edges on the sides of the molars should be removed, in order that the horse can grind his food with a natural rotary action.

Most veterinarians object to floating a horse's teeth. If they do not object to it, they will tell you that they have looked at his mouth, and it is all right. To tell the truth about it, it is too much work for them to do it. Since I have been training race horses for the past five years, I have had the teeth of every horse in my charge floated every year.

I can only recommend not to feed and treat all horses alike. If one kind of forage does not get results, try another. If you cannot get another kind of hay, try grass, if it is available; or rolled oats will sometimes help. But always remember that in some respects, a horse is like a human being. He likes things that are good to eat, and likes comfort, and does not like abuse.

In December, 1927, I was in England. Dr. James Crawford (Veterinarian) who is trainer of Sir Victor Sassoon's racing stables, asked me to look at the good two-year-old, *Hot Night,* which he was training for the Derby. The horse was not doing well. He was one of the light-waisted leggy kind and was getting very light work at the time, but would not take on any flesh, although he was eating about eight pounds of grain and about twelve pounds of English hay.

The grain was very good, but the hay, like all English hay, was very poor. I suggested that he change the hay and feed Canadian timothy and clover mixed hay, which he did, and the horse gained one hundred pounds in weight during the next month. He finished second to *Call Boy* in the Derby, and has since been a healthy full-barreled horse.

I have had many such experiences myself, and have gotten very good results from cod liver oil, of which I place two ounces in the feed three times per day.

The amount of work a horse requires always depends on the individual; but as a general outline, I will place them in three divisions: The polo pony, the race horse, and the cavalry horse, whose condition for active service should be like that of a horse prepared for an endurance test.

Polo Ponies

I have talked to Mr. Fred Post about the early conditioning of polo ponies. Mr. Post is a dealer and buys and sells about three hundred ponies per year. These ponies are bought in Texas, Oregon, California, and western Canada,

and shipped to Mr. Post in carload lots, at Aiken, South Carolina, and Westbury, New York.

Upon arrival, they are usually sick with strangles, distemper or some form of influenza. He has got the best results by first placing each carload lot in a small corral with a solid board fence to break the wind, and in which they will get the full benefit of the sunlight, without too much draft on them.

He feeds their hay on the ground, in order to keep their heads down when they eat. This is usually a waste of hay, but will prevent a lot of mucous from going back into the lungs or stomach, and they are usually over this sickness after two or three weeks, but it nearly always leaves them thin and weak.

He then puts them under saddle, and has them walked and trotted around for fifteen or twenty minutes per day at first, which is increased to one hour and a half per day before they get any faster work. This they do not get until they are strong and healthy and have gained a fair amount of flesh.

This long, slow work is then discontinued, and their training for polo commences, which is done by knocking a ball around on them, for five minutes a day at first. This time is gradually increased until they are ready to be used for a slow period of polo. If they go well and their wind is cleared up, their polo is gradually increased until they play two fast periods.

My personal experience in training polo ponies, has always been with well-made ponies that were trained for international matches and other important games.

These ponies had no sickness but were nearly always sent to me in what I call stale condition. That is, they were overworked, dried up, and "cooked" by too much long, slow work, mixed in with hard games of practice polo. When in this condition, they have no speed and no stamina.

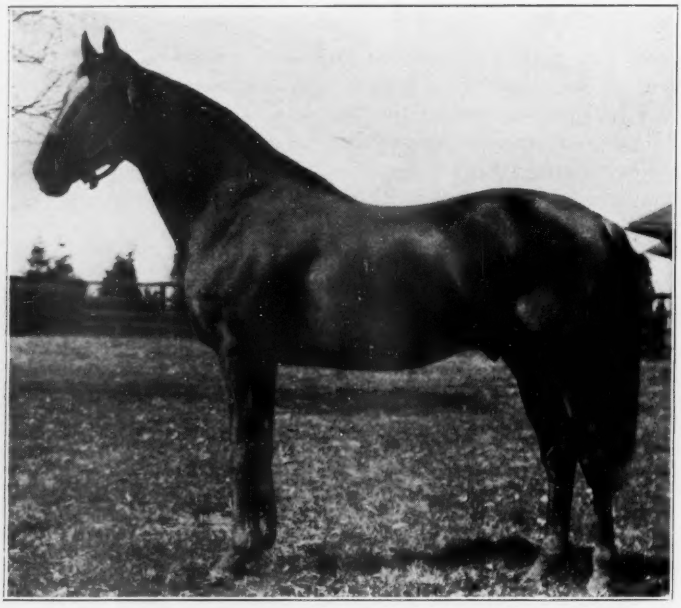
The men who were to play them were good players, and good horsemen, but they were to play against men who were just as good as they were, and better mounted. Where our ponies were mostly drawn from cavalry horses and army remounts, our opponents' ponies were usually the best in the world. So it was up to me to make some changes in the condition of our ponies to compete with them.

I did this by working on one cardinal principle, that is, "flesh makes strength and strength makes speed." But after obtaining all of this, the pony has to be fit, his wind clear, and he must have flesh, strength and muscle, with no fat on his intestine. This was only done by *no* long, slow work, and plenty of sharp, fast work, which was given by knocking a ball around while on them, by short, sharp gallops, and by fast hard periods of polo, and last, but not least, by good feeding and good stable care.

In 1923, when the army team played and won their first army international games, we were using a lot of old army ponies. They were good ones, but mostly unsound and did not have the stamina of young horses. After they had played two hard, fast games, in which many of them played three periods each, Lieutenant Colonel Lewis Brown, who was captain of the team,

asked me about the condition of the ponies, and about the prospects of the best of them playing in the third and last game.

I told him that the best of them were cooked and thoroughly exhausted. He said: "What are you going to do about it?" I replied that I did not know, but I was going to the stables, and go to work on them. My men and myself worked nearly all night in attending to their bad legs and making them comfortable. Some of them would not eat. I gave them strychnine, grass and carrots, shampooed them with alcohol, and kept them warm and quiet. They were not stiff or very sore the next day, and I gave them very little walking



Courtesy The Remount

"Fair Play"

In Breeding Condition, But *Not* in Working Condition

exercise. The second day they were cantered about five minutes each, and the third day they playd the final game, won it, and played the best polo they ever played before or since.

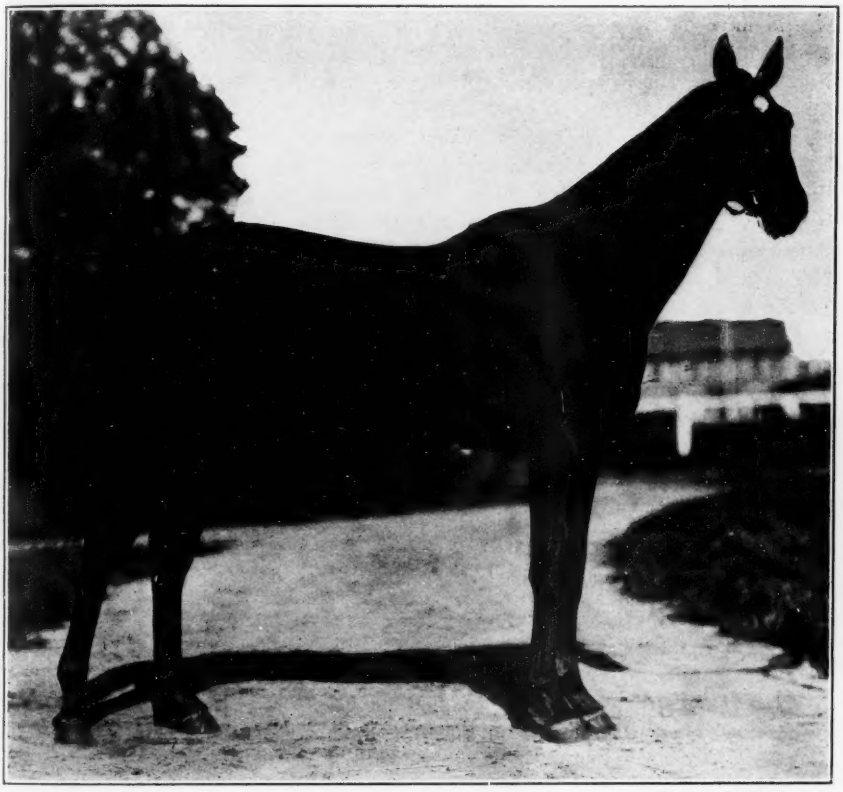
Race Horses

It is very seldom that any two or more race horses, or steeplechasers can be trained alike, and to properly train them one must be with them practically day and night, as there are so many frequent changes in a horse's condition. I often plan on the day or night before to give a horse a certain amount of work and then change it the next morning after looking the horse over.

However, as a general outline, I would advise to have the horse in good healthy, hard condition before attempting to give him any fast work. By this, I mean, that it is advisable to give him slow trotting and cantering exercise

for about six weeks. Assuming that the horse is four years old or over, and is to race at one to two miles, this slow work should consist of about three to four miles per day. If the horse is in good flesh, up to ten miles of this slow work three times per week will not injure him.

After this is done he should be sent one-fourth of a mile at half speed, or in about 30 seconds; two days later one-half mile at the same pace; and two days later, five-eighths of a mile at the same pace. His next work should



Courtesy The Remount

"Man O' War"
In Working Condition

be about three-eighths of a mile at a faster pace, in about 40 seconds; then this work can be gradually increased up to a mile or one mile and one-fourth at the same pace, working the horse every other day.

After this is done, he should be sent at top speed for one-half mile, then sent back to slower work for two or three work days, then sent three-fourths of a mile at top speed, and so on until he works one mile to one and one-fourth miles at top speed. If he is fit to go one and one-fourth miles at top speed and is not distressed after doing it, he is fit to race two miles. By not being

distressed I mean that he should not blow too hard and should get over his high blowing within five to fifteen minutes. He should have no trembling of the flanks, should not be corded on top of the loins, and should eat well and rest well after this work.

Most all horses will eat less when they are in active training, but if one goes altogether off his feed or suddenly eats only half his normal amount, it is a sure sign that you are going too fast, giving him too much, or making his work days too close together. A horse to be in perfect racing condition, should have plenty of flesh on him, should be strong, eating well and feeling well, and all I have written about it is only an outline. No one can train a horse on paper or in an office, but can only properly do so by being with the horse.

Cavalry Horses

As to the condition of the cavalry horse for active duty, he should be in condition to march 25 to 80 miles in a day, and be in condition to go into action at the end of the march. All of this requires ordinary slow work and ordinary good feeding and good stable care, but is hard to do. I have ridden and trained horses for endurance tests, and they have been able to do the work day after day, 60 miles per day with 245 pounds on their backs; but these horses were individually trained to do it. I rode on one march of 84 miles, with the temperature at 90 to 100 degrees, with about 60 horses present. None of these horses were overheated at any time during the march, and both horses and troopers were in condition to go into action at the end of the march, if such had been necessary.

These horses were not individually trained for this march, but were trained and commanded as a troop of cavalry by Major E. G. Cullum of the Remount Service and I think because they were trained as a troop, and not individually trained, that this was better practical conditioning than if they had been trained for an endurance ride.

The horses were well fed and well cared for in every respect, and previous to this march their work had been gradually increased to where they were getting about three hours' work under saddle per day. This work consisted of walking, trotting, cantering and galloping. They were also jumped over a few fences each day. Most of them had swum across a river two or three times, which is excellent work for the wind.

This is about the only work I can recommend for the cavalry horse, and I would think about 75% of his condition is due to stable care and feeding.

In conclusion, I would say that there are hundreds of articles and books written on training and conditioning horses. A great many of them are very good, but the best lessons come from our little successes and many mistakes of practical handling, training, and conditioning.

I once asked Dean Curtis, who was dean of the University of Iowa, who was the best livestock feeder he knew. He named a man whose name I have forgotten, and I then asked him what university the man was a graduate of. He said "None. The man cannot read or write, but he sits on the fence and watches his stock."

Losses of Remounts

By Major C. L. Scott. *Q. M. C.*

Chief of the Remount Service

An analysis of the reasons for condemnation of remounts purchased from July 1, 1924, to and including December 31, 1927, is most interesting as well as valuable. The adoption of the Preston system of branding made such an analysis possible, because a remount is permanently identified for the first time in the history of our army. The remount service can now follow the work of procurement through a horse's entire career—locate, study, analyze and correct, in a large measure, undesirable features of handling as well as of procurement. The mounted units of the army, it is believed, can also obtain much valuable information from this analysis.

From July 1, 1924, to December 31, 1927, 14,886 horses were purchased, of which 1,555 have died or been condemned. This number is 10.4 per cent of all new horses purchased in the past three and a half years, or 2.97 per cent per year. The reasons for these losses are as follows:

Cause	Disposition	Number	Percentage
Poor type	Condemned	132	.008
Outlaws	Condemned	124	.008
Unsound	Condemned	311	.028
Sickness and disease	Died or condemned	698	.048
Accidents	Died or destroyed	286	.019
Condemned	Cause not stated	4	—

It may be noted from the foregoing that sickness and disease caused the greatest losses among horses, and that the losses from poor type and outlaws would appear to be avoidable.

As an example of the value of the permanent identification of horses and what can be done by a study of losses, the following is cited: At the end of the purchasing in the fiscal year 1925 (July 1, 1924, to June 30, 1925), a study of the horse record cards shows a large percentage of poor type and outlaws being secured, and the number and percentage of condemnation for this reason among the 4,600 horses purchased were as follows for this year:

Cause	Number	Percentage
Poor type	86	.018+
Outlaws	64	.014+

These data were conveyed to all remount officers with instructions to be most careful in eliminating the losses due to these two factors. As to what effect this had is shown by the losses under those two headings from July 1, 1925, to December 31, 1927, among the 10,300 remounts purchased:

Cause	Number	Percentage
Losses poor type	46	.0044+
Losses outlaws	60	.0059+

In other words, by following up the horse records for the fiscal year 1925, in the 10,300 horses purchased and issued from July 1, 1925, to December 31, 1927, the remount service was able to reduce the proportion of losses classed as poor type and outlaw horses about 400 per cent and 250 per cent, respectively, as compared with the fiscal year 1925.

The veterinary division of the surgeon general's office is also making a very careful study of the losses from accident, disease and unsoundness, and will unquestionably be able to report a material reduction in those respects as a result of careful study now possible.

In addition to the studies being made by the remount service and the veterinary corps, a careful check and study by officers of mounted units would unquestionably lead to further savings in horse flesh and really assist the remount service and veterinary corps in their work. As suggestions of a constructive nature and in order to assist the remount and veterinary corps in their studies of losses, it is believed that the following comments are pertinent.

Poor Type

A perfect type is rarely, if ever, seen among horses valued at tens of thousands of dollars, so the procurement of a perfect horse for $165 for the army cannot be expected. Remount officers and veterinary officers on purchasing boards, therefore, accept a type that they think will do the work. Whether such horses rate as good, fair or poor, is largely a matter of opinion. We have all seen what we consider a poor type of horse performing brilliantly in the show ring, on the race track, in endurance rides, in polo, on the hunting field and on a march. Poor type, per se, therefore, is no reason for the condemnation of a horse after he has unfortunately been purchased, unless the deficiencies in conformation render the horse useless. Condemnation under this heading and for this reason should not be permitted unless it can be indisputably shown that the horse has been thoroughly tried out and because of its defects in type has proven unsuitable for army work. For example, a narrow-chested splay-footed horse is a poor type. There are some horses with such conformation that perform fine work. The majority, however, lack stamina and interfere badly, and in the latter case are not suitable horses for the army. When condemned, the I. & I. report and the horse record card should state as the cause of condemnation "Interferes—lacks stamina due to narrow chest and splay feet." Also, if a horse has a long back and short rib he may or may not do his work. When he can't do his work the *exact reason* should be given to prove that the horse has at least been given a chance to work and to convey information to purchasing officers for future improvement in buying.

Outlaws

The great majority of high-class horsemen of experience will tell you that they have rarely, if ever, seen a horse that is inherently an outlaw, or a horse that they couldn't handle and get useful work out of. Horses that are bad in this respect are, in the great majority of instances, made bad by

rough handling or neglect. They respond readily and rapidly to intelligent and kindly treatment.

Let us review the handling that army remounts get, and this review will show us that it is surprising that a larger percentage of them are not more difficult to handle. Most horses, in this day of the automobile, are kept on the farm or ranch, where they are raised until they are sold. They seldom go out on the road or to town, and many are not backed until just before they are sold. We will say that a horse raised under these conditions is secured by an army buyer. He is then ridden and winded, malleined, branded and shortly loaded on a stock car, to be unloaded en route, where he is pushed around, prodded about, and arrives in a nervous and excitable state for his first experience at an army remount depot. It is then found that he comes back to normal very rapidly under kind treatment and careful handling. Before he is shipped out he is groomed all over, he will allow his feet to be picked up and he is ridden or driven quietly and is generally tractable. If he could get to troops in this shape he would be satisfactory, but unfortunately, he has to go through another period of rough handling, which sets him back. First, he must be dipped before shipment and, secondly, he has another long ride on stock cars and is again prodded and pushed about. He thinks his kindly treatment at depots is an exception to the rule and he arrives at the troop station in a wrought-up, excitable, suspicious frame of mind, ready to defend himself on the slightest provocation. It can be seen, therefore, that another period of careful handling and gentling is necessary, particularly if the horse is a young, fresh, inexperienced one.

Sometimes we see fresh young horses from the range that received their first grain when they arrived in the army. They get fat and are hard to handle when grain fed, on account of feeling so strong and well. They will kick, strike and put up a vigorous fight against any handling. This resistance, due to feeling good, cannot be called viciousness. If they are deprived of grain for a week or ten days they again become quiet and tractable. If they are then put on work and worked regularly, no difficulty is experienced in their training.

It is frequently stated that the remount depots do not handle and gentle the horses issued, or that the remount depots should have sent them out broken and ready to go to work with troops. When the remount service was established as a part of the quartermaster corps after the World War, it was definitely decided that its functions were to purchase horses and mules, hold them at depots during their sick and quarantine periods to condition, gentle and issue them. The chiefs of the mounted services particularly objected to the adoption of a policy to the effect that these animals were to be retained at depots and *trained* for army work. This is a function which properly pertains to the organizations that receive animals from depots.

No set rule can be laid down for handling all remounts. Kindness, firmness, patience and regular work will usually properly fit any horse or mule

for army work. Condemnations of outlaws should be exceedingly rare, particularly now that great attention is being paid to the purchase of tractable horses and remounts. To say, however, that no horse should be purchased that is not broken, that will not stand to be mounted and ridden without a buck or a fight at time of purchase, will mean the elimination of the very kind of fresh, young, unspoiled horse that the army should obtain as a remount, particularly from the colts sired by Government stallions.

Frequent wholesale condemnation of outlaws means either ignorance on the part of officers charged with the training of horses or an unwillingness to devote the time and attention to their training.

The following data are also of interest:

	Total	Total percent of losses	Per cent condemned as	
Riding Horses:	Issued	three and a half years	Poor type	Outlaws
To cavalry	6,194	14%	2.0+	1.0
To artillery	2,099	6%	1.9—	.6
Draft Horses:				
To cavalry	0	0	0	0
To artillery	2,717	12%	.9	1.4

The losses in riding horses in the cavalry is much greater than the artillery, and this is to be expected, as the cavalry does harder and faster work than the artillery. The odd part of this analysis is that the cavalry, that is supposed to be able to break and train riding horses, condemns more horses as outlaws than the artillery, and the artillery, which is supposed to be able to break and train draft horses, condemns as outlaws over twice as many draft horses as it does riding horses, even though it is usually easier and safer to break draft horses than riding horses. It is only fair to state herein that one or two stations in the army have made unusual condemnations of outlaws, which run the average up for the mounted services and the army.

Condemnation

Condemnation of army horses that cannot do their military work is a necessity and an economy. If, however, we are to find out *why* the old ones become unserviceable and *why* a young horse is really unserviceable, a careful study of the causes of unsoundness, etc., is most important.

When a remount is purchased for the army he is carefully examined by a remount officer and a veterinary officer. A lot of time, trouble and money is expended on getting him ready to issue to troops. This is continued by the organization commander in getting him into the ranks. A lot of money has been invested in this horse. Shouldn't there be some careful thought, some careful study given by the organization commander and a veterinary officer to his separation from the service and a careful and accurate record made thereof? If a remount officer must advise with and accept the opinion of a veterinary officer before a horse is purchased for the army, it is only logical that a veterinary officer's advice and opinion is necessary before a horse is separated from the service, if the interests of the Government are to be protected.

There are inspection reports and notations of condemnation of horses

on record cards that would be most amusing were it not for the fact that they show that the reasons for condemnation of horses and mules was being given little or no attention in some instances. For example, a horse purchased by General J. B. Aleshire as a captain in 1903 was condemned in 1925, after twenty-two years' service, as a poor type! One horse in the service for thirteen years was condemned as an outlaw! Many draft horses are condemned after they have been in use for eight or ten years for side bones, when, as a matter of fact, we all know that the great majority of these old horses have side bones and have had them for years without, in any way, interfering with their work. Some young horses are condemned for no

Courtesy The Remount

A Remount Stallion with His Band of Mares

stamina inside of three or four months after purchase, obviously before they have had a chance to be conditioned.

Frequently the cause of condemnation is given as "inspected and condemned" or "unsound," "no good," "crazy." Such indefinite terms give no data of value, show no thought in the preparation of records and at least convey the impression that condemnations are made in a careless way. The assistance of a veterinary officer in preparation of I. & I. reports would insure that the cause of condemnation is *properly* and *specifically* recorded.

The number of condemnations and losses in the remounts purchased since July, 1924, is not excessive; in fact, is less than the estimated losses. The actual losses, as stated herein, was an average of 2.97 per cent for the three and a half years, whereas the estimated losses, based on past experience, would be 4 per cent. This data, therefore, is not submitted with a desire to convey the impression that losses are excessive or that condemnations are being recklessly made everywhere on improperly prepared reports, but to point out the mistakes of the remount service as well as other mistakes and show how further losses can be avoided by careful thought before purchase, before condemnation and by careful study after condemnation of properly

recorded losses on the Preston cards, and on I. & I. reports, as prescribed in Army Regulations.

Before the adoption of the Preston system of identification, purchasing officers received comments on the horses purchased by them only when first shipped to an organization. This was the worst possible time to try to collect information, as the remounts were usually in bad shape from long shipments, tired, half-sick, undeveloped and untrained. As they had received no practical test at the time the reports on them were rendered, such reports were merely a *matter of opinion* and not based on fact. With a permanent system of identification and proper remarks on I. & I. reports and on horse record cards, the remount service and the veterinary corps can make a continuous study of purchases and correct avoidable errors. It is also believed that officers of mounted organizations can greatly profit by following up and analyzing causes for condemnation.

The remount service now follows up carefully all shipments made and all adverse reports received, not with the idea, as some seem to think, of presenting an alibi for its mistake, but with the earnest desire and sole object of the betterment of its work in the future. The impelling reason for presenting to the mounted services the meager data contained in this brief article is a desire for closer cooperation between the remount service, the veterinary corps, and organization commanders, for only through such close cooperation are we able to reach the goal that those of us who are engaged in the procurement of animals for the army are determined to reach, viz., the purchase of the best and most useful horse for the army that can be had for the price we are permitted to pay and the elimination of avoidable mistakes.

Care of Horses in the Field

By Lieutenant Colonel Clarence Lininger, *Cavalry*
Instructor General Service Schools

THE field life of the horse differs greatly from his garrison life. In garrison he is fed regularly with the balanced forage ration that experience as well as theory has shown to be the best and most economical while ways and means are found to vary his food. He gets good water in ample quantities. He knows neither hunger nor thirst except for those mild sensations which tell him that feeding or watering time with its accustomed regularity has come again. He sleeps in a thick bed of straw at night and stands under a roof during inclement weather. In extreme heat he is placed in the shade, and when the nights get cold he is covered. His skin is kept healthy by vigorous grooming. He gets a couple of hours exercise each day and lives the life on an equine athlete. If we were as careful of ourselves as we are of our horses in garrison it might be possible to raise the retiring age from sixty-four to about seventy!

But suddenly this delightful state of affairs is changed. The regiment takes the field and the horse works hard, often suffering from hunger, thirst, heat, cold, and too frequently from insufficient attention. He probably gets more attention than in garrison but under the changed and difficult conditions in the field more attention is needed.

The first few weeks in the field constitute a difficult and hazardous time but if the horse can be helped along, and nursed through as it were, he may endure many months or years of hard service. It is just at this time in the majority of cases when it is most difficult to give this increased care. In times of war many of the younger officers who are closest to the men and horses may lack experience, and it is certain that most of the men will be inexperienced. The transition from garrison to field life must also be experienced by the men and they may find the adjustment hard to make. The cavalry command is fortunate that enters upon the hardships of field service gradually and in such manner as to accustom men and horses to the altered mode of living before they are called upon to make some supreme effort.

After taking the field, cavalry must overcome the difficulties or minimize the injurious effect of three different conditions—bivouac, march and battlefield. But before taking up those conditions separately there are some general considerations to be discussed.

General Considerations

Mission. The first is one which the cavalry officer cannot control, viz:—the assignment of suitable missions.

On August 5, 1924, Sordet's Cavalry Corps received from French General Headquarters the telephonic message "to determine the limit of advance of the enemy along the eastern frontier of Belgium; delay the enemy's col-

umns; clear out the hostile cavalry from that region."[1] The next ten days witnessed the corps marching and countermarching in an effort to carry out its missions. In the first five days most of the regiments marched about one hundred and fifty-five miles, in an intense heat which proved disastrous to the horses, many of which had to be evacuated or otherwise disposed of. Reconnaissance, covering liaison and combat missions, sometimes one and sometimes more continued until the corps commander was forced to report on August 23rd: "On account of the fatigue of men and horses it seems to me difficult to accomplish the mission assigned me by the instructions of August 22d,"[2] On August 29 when the cavalry was asked to cover the right flank of the French Sixth Army and maintain liaison with the British army, the corps commander constituted a provisional division from the strongest elements that remained to him; but by a singular error the provisional division was given an easier task than the remainder of the corps.[3] The French cavalry received glowing tribute from both French and English sources but the question may well be asked whether they would not have performed greater services during the first few months of the war had they been assigned simpler and less demanding missions during the first few days of the war?

The higher command should refrain from assigning several missions to cavalry at the same time but it may not so refrain. In such case what can the cavalry officer do? He is torn between the desire to do everything asked and the knowledge that he probably cannot. A solution of this difficulty would be, first: to ask to have his mission simplified; next: to get from higher headquarters a statement as to the most important of his several missions; lastly: to study the situation and deduce the most important mission; then having obtained a statement or reached a conclusion to devote the bulk of his strength to the most important mission, using only a minimum of his forces on the lesser missions. The cavalry officer has been put in an embarrassing situation but his highest sense of duty will lead him to some solution that will save his command from waste.

Field experience. Another matter over which higher commanders can exercise some control is that of experience in the field. War best teaches cavalry to take care of itself in the field; but, in time of peace, practice marches combined with field exercises and maneuvers can be had,—not a twenty-mile ride that ends about noon in the post but a march of some length and duration. It is gratifying that in some recent changes of station the calvary moved by marching rather than by rail. The 1st Cavalry Division has been fortunate in having maneuvers, but some of the other cavalry units have had no such opportunities.

Replacements. In the summer of 1916 after the Villa pursuit had ended the author made some measurements and collected other data about the horses of a troop of the 13th Cavalry.[4] Everything noted was in confirmation of well known facts and here to only one thing is attention called—the horses that endured best and recovered first were those that had been in the service long enough to be fully trained and developed, yet had not begun to show

any signs of age. For the cavalry to get through the first few months of a war, the months which always fall hard on that arm as the experiences in Europe in 1914 and our own in Mexico in 1916 again demonstrated, horses must be replaced before they reach the age when the hardships of field service bring an early break-down. This age is not the same for all and must be judged by the responsible officers. This may make the cavalry cost a few thousand dollars more per year in peace but may save millions in war. On the other hand the cost may not be much greater as the horses to go will probably bring good prices at auction if still useful outside the army.

Trooper and horse. Consider the relations of trooper and horse. The horse is not capable of much affection but he recognizes kindness and fears unkindness. But the rider is capable of affection and the more he feels it and translates it into care for the horse, the greater will be the returns. Some day the trooper's life itself may depend upon the ability of his mount to call up just one more ounce of strength.

The trooper who is fond of his horse will not burden him with useless articles in the saddle bags, will watch his shoeing at every halt, will saddle him properly, will pluck him a handful of grass or get him a taste of good water upon every occasion, and will see that no one, human or equine, steals the forage given him. Day and night the good of the horse will be in the trooper's mind.

On many occasions the man will find it difficult to care for his horse. He himself will be cold, hungry or exhausted and a powerful incentive will be needed to make the necessary effort. Fear of punishment is an incentive but a poor one. A better incentive is love for his horse and a word of praise from his officers who find the animal bearing up under the hardships of campaign.

Men may dislike certain horses just as intensely as they like others. The good troop commander will recognize these facts, will not separate a trooper from a horse he has and wants to keep, and will try to get for every man one upon which he can lavish his affections.

A young and delicate looking horse marched into Mexico with the 13th Cavalry in 1916, carried his rider to Parral, and eleven months later brought him out of Mexico. Other horses grew thin in flesh and some died. The young horse maintained his strength and for this the corporal who rode him deserves the credit. Every attention that was possible in the way of good water, more or better food, protection against the elements, relief from the rider's weight, was given the horse, while somewhere in that barren land the corporal found a set of bandages with which to wrap the horse's legs.

Surprise. It may be a matter of opinion whether the Punitive Expedition caught the army by surprise, especially in the hardships it entailed upon the horses. The men did not suffer. It is true they were often uncomfortable during the cold nights and windy days, and the food frequently consisted wholly or mainly of frijoles and freshly killed beef but there was enough. With the horses it was different. Immediately they were deprived of hay, even

the first night at Palomas which was only nine miles from the base. Then came the reduction in grain ration, the change to corn, to fodder, to wheat, to grazing. The horses seemed to endure marvelously but in time they became thin and weak. The chief reason for the lowered condition was that the troops marched away from supplies but possibly not all the blame can be laid to that score. At the time the belief was universal that everything humanly possible or necessary was being done but sometimes the thought comes that at the very beginning we might have grazed oftener and longer, have taken more from the country, have led more, and have anticipated the long marches. But before the troops realized it they were away from supplies and the horses were beginning to feel the effects of the constant marching, the chilly nights and the short forage. Had there been ample supplies nothing else would have mattered; but lacking them the other hardships fell with greater effect.

So surprise should be avoided. Our supply and transportation agencies should be prepared on a moment's notice to supply the cavalry however fast and wherever it goes, and the cavalry should be on its guard to take precautions with its horses even when precautions seem unnecessary.

Bivouac

More than half the time is spent in camp or bivouac and it is during this period that the ravages made by march and battlefield should be overcome.

Amount of forage. Experience has shown a certain amount of forage necessary to maintain the horse in condition in garrison but the moment troops take the field the supply departments deliver a reduced ration of grain and little or no long forage when forage is most needed. If this policy must be accepted—and no doubt it must in most theaters of operation—then the commanders and supply officers of cavalry should take immediate and vigorous action to exploit the resources of the country in which they are operating. It should be done so promptly and completely that colonels, captains and stable sergeants have no opportunity for worry or complaint as to the amount of forage and the time of delivery.

Quality of forage. Not only do the horses need in the field as much forage as they have been accustomed to but they need a balanced ration. When the ration is deficient in any important element ill effects soon become apparent. The Punitive Expedition started on March 15, 1918. The main reliance for longe forage was on grazing and by that time of the year the grass that grew the preceding summer had been subjected to the elements for months, had dried out, become fibrous and lost its nutriment. It merely went into the horses stomach and had little or no food value. As a reducing agent it had no equal! The lesson then is that quantity is not everything but must be considered in connection with quality. In the field whatever is at hand must be accepted but when any choice exists food values should be considered and if the line officer is at a loss the veterinarian should know.

Forage to which the horse is not accustomed. Cavalry horses as a rule are fed oats and hay. Only occasionally is there some variety, such as barley.

Then when the cavalry takes the field it depends a great deal upon the resources in the theater of operation. In Mexico oats soon became scarce and corn became the staple grain ration. Horses had to eat corn or go hungry. Some went hungry until they discovered that corn was something that could be eaten. Then in time some went hungry because mastication seemed to give them pain. With some horses it was found that they could eat the corn when mixed with chaff or some variety of long forage.

An opinion on the value of corn. Corn was not popular in Mexico either with men or horses. Yet corn has had its defender. The author of "Five Years a Dragoon" (Percival G. Lowe) joined Troop B 1st Dragoons at Fort Leavenworth on Christmas Day 1849 and thereafter had many years experience as dragoon and wagonmaster. He says "Ear corn was the kind of grain always used in garrison. x x x Shelled corn might be musty or some bad corn mixed with it and none but an expert could tell, while any man would know a sound ear of corn; and more than that, horses do not eat ear corn so fast; they like to bite it from the cob—masticate, relish and like it better. Of course on the plains one must use shelled corn, but in garrison, in a corn growing country, there is no forage equal to ear corn and prairie hay. I know that now (1905) there is a great habit of feeding oats to cavalry horses. x x x Barley and wheat are good feed where corn is not raised but where it grows in abundance there is nothing equal to corn; for man, for horses and mules, for cattle, for hogs, for fowls, it is the king of products to make muscle and fat."[5]

We may not subscribe fully to the above opinion as to the merits of corn, but if the cavalry again takes the field in a corn growing country it will find itself feeding a great deal of that grain to its animals. In garrison advantage should be taken of present regulations (Circular 14, War Department, April 11, 1927) to the end that a portion of the ration consist of that grain, especially in the great corn belt of the United States. If the horses become accustomed to small quantities in garrison they will thrive when they get it in great quantities in the field.

Other grains. Wheat is another grain it may be necessary to use occasionally, but it should be fed with chaff or chopped long forage, otherwise the majority of the grains will pass through the horse undigested and be of no more value to him than the dried out grasses mentioned above. Cutting up long forage for mixing with grain is difficult in the field when time is short and only a dull knife or mess knife is available but it may be necessary for satisfactory results.

The horse passes readily from oats to barley but on account of the hardness of the grains the barley should be rolled when possible.

Camp routine. In the field the hours of feeding will often be irregular and as this is a departure from garrison habits it will prove a hardship on the horses. A good rule seems to be to follow the methods of the Indian who ate early, often and much so as to store up within himself as much of a reserve as possible. With horses this rule must be applied with intelligence as too much food can be just as injurious as too little. This irregularity is

unfortunate and the routine of garrison life should be followed as far as practicable. A horse assimilates his food better and there is less waste when he gets it in several small feeds rather than in one or two large ones.

Grain is fed easily and economically in the feed bags but it is difficult to prevent a waste of hay on the picket line. Nets may sometime become popular in the United States army but the general custom is to spread the hay upon the ground. This done, the horses may trample some of it into the earth or mud, or the wind may take its toll. This should be obviated by having enough men on the picket line to watch the hay and save it.

Grazing. Grazing should be resorted to whenever possible. Not only is it beneficial as giving the horse a variety of food but it gives him more of it. It also allows him a little freedom in getting rid of excess spirits on the one hand, when he is fortunate enough to have any, or of muscular stiffness on the other. Even with horses untrained in herding there need be no stampede if the tie rope be fastened around the horse's leg below the knee. The tie rope should be long enough to allow him to move freely at the walk and short enough to prevent him from galloping. In Mexico troops that hobbled their horses in this manner did not have stampedes. A few men can herd the horses of a troop and the others can go about such other duties as are necessary. Grazing can be had both morning and afternoon without exertion on the part of the men and with great benefit to the horses.

Water. Horses exist on water that would be fatal to their riders, yet needless to say they will thrive better on pure than impure water and must have it in sufficient quantities.

Horses have the ability to do with fewer drinks than a man requires. In cold weather they are satisfied with two waterings per day but in hot weather four are not too many and one should be in the evening in order to carry them through the night without thirst.

Watering itself is an important detail in the care of horses and should be supervised by an officer. As a rule horses are watered by groups in a stream, lake or trough. Some horses are impetuous and greedy, plunge their noses in the water, and soon drink their fill. Others are suspicious and timid. are slow to start and drink deliberately. Water is just as important to the latter as to the former. So all horses should be kept at the watering place until all have finished. Some horses are not satisfied with the spot where they reach the water but are very restless. In a stream they move about and if the bottom is soft the water is soon made muddy for all the horses in that vicinity. Such horses must be held in check by a man on foot on the bank or by other means. Where several squads, platoons or troops water in succession at one place in a stream, the first ones should prevent their horses entering the stream too far or moving about too much and thereby soiling the water for those to follow. When watering from canvas troughs there should be good intervals between troughs—at least ten yards, and preferably fifteen.

Watering is done under too many conditions to attempt to give rules to cover

all cases, but water is such an important item in the welfare of the horse that careful consideration must be given to its quality and qauntity and to frequency of watering, not only by the troop officers but by the field officers of the regiment.

Grooming. It rests animals to be groomed and reduces their susceptibility to debilitating influences. Those properly groomed will function upon less forage than those not so groomed. Grooming aids in keeping down the great scourge of mange which in continental Europe rendered more animals unfit than any other disease. Grooming should be thorough and frequent.

Standings. After two rather long marches in Mexico, one of which was partially at night, a squadron camped on a river bank. Soon afterwards many of the horses were observed lying down. Under all conditions of weather that camp site might not have been satisfactory, but that day it could not have been improved upon and when the horses felt the soft sand under their feet they lay down and stretched out. The point in mind is the desirability of good standings. Mud, rocks, vegetation, steep hillsides or anything else that keeps the horses on their feet or prevents their obtaining needed rest, should be avoided. Mud, especially, is injurious and "no foot, no horse" soon shows its truthfulness where horses stand in it; scratches result, followed by epizootic lymphangitis, and the loss is high.

A desire to avoid airplane observation may drive cavalry into woods where standings are not good; and the need for security may keep the regiment or brigade together. But does keeping togther necessarily imply security or does it bring security? If hostile airplanes drive us to concealment will not our airplanes force our enemy into dispersion? Furthermore, when well spread out only a portion and not the entire force can be surprised, so that there is security for the whole, assuming of course the proper use of patrol and other safety measures. The conclusion then is that when not crowded by other troops the cavalry can spread out its bivouacs and feel secure while taking advantage of the best standings and other desirable bivouac facilities in the area.

Medicines. Prevention is better than cure but sometimes medicines are needed to aid in a cure. The experienced stable sergeant, if no one else, will see that a small chest is slipped into the troop wagon. When the nature of the service can be foreseen in time the veterinarian is the best judge of what to take along. There are however a few basic medicines that are wanted under almost all conditions such as iodine for wounds and abrasions; acetanilid for antiseptic purposes; aromatic spirits of ammonia as a stimulant and carminative; cannabis indica for colic; linseed oil as a purgative; white lotion for sprains and inflammation.

The Elements. Extreme heat saps the horse's vitality. Sometimes there is no help but on occasions it can be avoided by placing the horses under trees even if the symmetry of the camp be ruined. When there is no shade the horses are better in the open where the wind can strike them than standing

among bushes or in some other sultry spot. Also, they must have plenty of water.

The cold, even when not extreme, not only prevents the horse from building up fat and sinew but uses up reserve strength in maintaining bodily warmth. Rain, snow and wind have somewhat similar effects in that regard. The effects of cold and chilling winds should be avoided by placing the Bivouacs under trees, in gullies or in other sheltered places. In camps of some duration horse covers should be supplied and used. Is it not a mistaken notion that in order to harden horses to field service they must be made to suffer? It is true that Balck says: "The German cavalry had excellent well trained animals, though a little sensitive against extremes of temperatures,"[6] and no doubt the horses suffered somewhat when exposed to the rigors of a winter campaign in East Prussia and Russia. Nevertheless horses will go faster and farther and endure better if they start a camgain in good health and in good condition. Depleted strength from exposure prior to campaign has its effect.

During extreme cold, increased rations heighten the resisting power of men and animals. In the United States Army supply and transportation difficulties have usually made this increase impossible. Just at the time when this increase was needed the cavalry has had to get along on reduced, rather than increased, rations for its horses.

Forage In A Civil War Campaign

Major General James H. Wilson, who commanded the greatest cavalry force of the Civil War, leading it in the spring of 1865 from the Tennessee River to Selma, Alabama, and thence to Macon, Georgia, claimed that he could have continued the march at an average rate of thirty-five miles per day and have joined "Grant and Sheridan in Virginia inside of thirty days." Elsewhere in speaking of an organization for rapid movement to consist of two-thirds cavalry, he refers "to a farming country, fairly well supplied with forage."[7] It was through such country that he would have continued the march to Virginia. In planning for operations our supply departments should give consideration to whether the theater is "fairly well supplied with forage" and if not, means must be taken to supply the cavalry from the rear.

Forage For A Winter Campaign Against Indians

In preparing for a winter campaign in March, 1876, Bourke says: "(General) Crook wanted to have our animals kept in the best condition, at least in a condition somewhat better than that of the Indian ponies. He knew that the amount of grass to be depended upon would be very limited; much of the country would be burned over by the Indians to prepare for the next growth; much would lie under deep snow, and not be accessible to our horses; much would be deadened by wind and storm; so that the most prudent course would be to move out from Fetterman with a wagon-train loaded with grain, which could be fed in small quantities to supplement the pasturage that might be found, and would keep our mules and horses in strength and health."[8]

Two things are noticeable in the above statement, one is that a satisfactory standard to be reached was that the cavalry horses should be in better condition than the Indian ponies, and Bourke also says that "The ponies of the Indians fare poorly during this season (winter). They become very thin and weak." The other point to be noticed was that the grain would be fed in small quantities. General Crook, one of the most skillful of our Indian fighters, made careful preparations for his campaigns. We must remember in this instance that his enemy has only those very "thin and weak" ponies which will probably not be the usual case with our enemies in the future. We cannot therefore be content with "small quantities" of grain; we must have ample grain and hay to keep our horses in the state of health demanded by the missions of cavalry in present day operations.

Cavalry and Artillery in the Field in Texas

Among the many fine traditions that remain to the cavalry from those old days there may be the belief that the horses can live off any country with little or no assistance. The experiences of the Punitive Expedition are enough to disprove this belief.

A winter expedient. In April, 1873, the 7th Cavalry en route from Kentucky to Fort Abraham Lincoln, arrived at Yankton, Dakota Territory, and camped in the vicinity of the town. A terrific blizzard came on and General Custer directed that each man go into town with his horse and seek shelter with the townspeople. The entire regiment was cared for. Without doubt the lives of a great number of horses and men were saved due to the adoption of this simple and justifiable expedient.[9]

Marches

Based upon the idea of marching and fighting—not marching alone—paragraph 304 of our Field Service Regulations prescribes an average rate of march 3½ miles to 6 miles per hour and an average number of miles per

day—12 to 15 miles for unseasoned cavalry and 25 miles when seasoned. Great latitude is thus allowed, so responsibility for avoiding excessive rates rests both upon the officer who assigns mission to cavalry and upon the cavalry officer himself. The latter is more often concerned with rate and conduct of march rather than with its length. Experience rather than rules must guide him.

Rate of march should be planned by the cavalry officer ahead of time from a consideration of the mission, from a study of the road, from a map or other sources, and from a knowledge of the condition of the horses. In a good climate, on a firm but not hard road, with fresh and seasoned horses, the highest rate mentioned above may be had, remembering always to start and end the march more slowly than that. When conditions are adverse it may not be possible to make even the lowest rate.

It is usually possible to prepare a march shedule prior to starting the march. For example, in each hour a total of twenty-five minutes spent at the trot, fifteen at the walk, fifteen leading, and five at the halt will give a rate of about five miles per hour. Each of these periods would be broken up into shorter ones to suit the road and other conditions. Other schedules can be made and followed for other rates or even this rate.

The officer conducting the march must not judge of its effects on the horses as a whole by the condition and action of his own horse. It is probable that his is better than the average troop horse and carries less weight. He should go back along the column to note the effects of the march on the average horses and on the weakest ones. The march, as the battle, is not always and only to the strong.

Night marches. We may rest assured that in our service night marches will be frequent. Anyone who reads our past wars, the Civil War for example, is struck with the amount of marching that was done at night by cavalry forces of all sizes as well as by other arms and large units. All the reasons that then existed for night marching still remain and air reconnaissance has given added reasons.

When the horses are saddled at night the saddling may not be well done. Now daylight lasts until about an hour after sunset, depending upon the time of year and locality, but after sunset the effectiveness of airplane reconnaissance rapidly diminishes until by the time darkness arrives, flares, with their uncertain results, must be used to observe objects on the ground. Cavalry which marches at night for the chief purpose of avoiding observation from the air should wait until darkness to start the march but under most conditions of camp or bivouac it can utilize the twilight to saddle the horses. In this way it will perform that important duty while there is still enough light to adjust the saddles and other equipment carefully and properly.

Men may sleep or slouch on their horses. One way to overcome this is to change the gait occasionally, which can be done on roads but is not so

easy when marching across country. Another way is occasionally to dismount and lead.

While it is difficult to do, officers nevertheless should inspect and watch the riding of the equipment. This inspection will of course be confined largely to the halts.

The equipment. Ill fitting or badly adjusted equipment is a prolific source of injury to horses in the field. The saddle leads all other articles in the amount of harm it may do. Each horse should have a saddle fitted to his back, the captain satisfying himself by personal observation that no horse will suffer from an improper saddle. Not the plump condition of the horse in garrison, but his thinner condition after a week, two weeks, a month of hard marching should be the guide. Sometimes this will take a little imagination. A pommel arch that in garrison almost touches a horse's withers will rest disastrously thereon when the horse is thinned down. Cantle bars that are flat on a fat horse's back may bore into the ribs when the horse is thin.

It is important to place properly the equipment that belongs on the saddle. It should be evenly balanced on the two sides of the horse and if the right pommel carries a certain weight the left pommel should carry an equal weight, and the same with the two sides of the cantle, otherwise the saddle will be pulled awry. Whenever the weight is improperly distributed a saddle sore is apt to result. Rolls carried on the pommel or cantle must be held up by the straps and not allowed to rest on the withers or backbone, otherwise sores may come that will incapacitate the horse for a long time.

A simple expedient for the field when materials are scarce is to put the ordinary oat sack between the folds of blanket over the sound portion of the horse's back and thus relieve the portion becoming sore. De Brack, with his years of field service in Napoleon's light cavalry, for the saddle in use in his period, recommended that "when the blanket has been folded, the surface which chafes the injured parts should be covered with a linen cloth, in order that the wool may not irritate the sore; then the saddle should be raised by half pads which will bear upon the sound surface, without touching the sore, so that the horse may be cured while marching."[10] We may remember that in our own pack trains the duck covered corona and not the woolen blanket is next to the mule's back.

When the horses begin to get thin in the field two blankets may be put under the saddle. This has the effect of saving the horse's back but may fill up the pommel arch and thus transfer the weight of the forward end of the saddle from the horse's back to the top of the withers, very soon producing puffs and sores. So it cannot be prescribed for all horses that two blankets will be worn under the saddle. Each horse must be studied separately.

It has frequently happened in campaign that saddles were kept on the horses for several days. In an account written by a veterinarian of the French cavalry it is stated that on August 29, 1914, "for three days our mounts had not been unsaddled; and what terrible sores were hidden under the heavy equipment." He states further that when billeted in a village that night "in

some stables the injuries were so bad that there was a putrid odor."[11] The exigencies of war may demand such a sacrifice but it is most unfortunate since injuries brought on in a few hours or a day may take weeks to heal. The lesson then is to unsaddle at every reasonable opportunity, rest and rub the horses' backs, give the officers and troopers an opportunity to inspect for incipient injuries, treat any injured parts that are found, and give an opportunity for readjustment of equipment. The term "reasonable opportunity" cannot be defined exactly but in general it means at the end of each march or at the end of about twenty-five or thirty miles when the march is to run into some forty or fifty miles. Sometimes the tactical situation may make it appear inexpedient to unsaddle but, when possible, means should be found to do so. Sometimes after communication with higher headquarters the cavalry may find that there is no immediate prospect of its being called upon for duty. Sometimes in the presence of the enemy a liberal use of security detachments may provide rest for the greater part of the command. Sometimes a careful analysis of the mission will show that to unsaddle and rest will produce better results than to do otherwise. Frequently higher commanders are at fault when they fail to let mounted troops know that the command will rest for a certain period or at a certain place, or will be ready for movement or combat without delay. Whenever a mounted unit halts, it should know, if possible, the duration of the halt.

A method that has proven satisfactory in preventing puffs is to keep the saddles on for half an hour or so after reaching camp, loosening the cinches some and removing the rolls and other equipment. This allows a slow return to normal of those portions of the back that have been carrying the weight and lessens the liability to lumps and sores.

Riding. Poor riding is something to expect with hastily formed cavalry but there should be very little in our old regiments, either regular or national guard, or in other regiments that have had ample time to prepare for campaign. The officers and experienced non-commissioned officers must show to the others the correct methods and insist upon their observance. While good riding is partially aptitude, it is more a growth of physical culture; therefore, it will develop slowly and for a long time the best that can be hoped for is a mitigation of the evils of poor riding. When officers or men are found in the regiment without the necessary qualifications to become good riders or otherwise care for the horses entrusted to them they should be transferred to a branch for which they are fitted. This should be done in time of peace and even more in time of war when men are needed for so many tasks and the period for training for any task is short.

Poor riding may come about from causes other than simply not knowing how to ride. In describing the march of General Crook's command from the Little Missouri River to the Black Hills in September 1876 Bourke says: "Although there could not be a lovelier pasturage than that through which we were marching, yet our animals, too, began to play out, because they were carrying exhausted and half starved men who could not sit up in the saddle,

and couldn't so frequently dismount on coming to steep, slippery descents where it would have been good policy to 'favor' their steeds." [12] From this is the lesson that when it is possible for the men to keep their strength they can and should exert themselves more than usual. There is a partnership between the trooper and his horse which should prevent one having all the privileges and the other suffering all the hardships.

Leading. Leading should not be confined to steep descents but should be made a part of every march. It takes some hundred and fifty pounds off the horse's back and relieves some of his muscles. As for the man—a short walk is very refreshing to him too, in fact some find it more so than merely sitting

British Cavalry in France

by the roadside. Another point in its favor is that the command keeps pushing ahead. There is no lost time.

Gaits. The gaits must be suitable. There is nothing much more fatiguing to a command than to try to conform to the gaits of a commander's horse whose walk or trot is too slow or too fast.

Change of gait is restful to the horses as, in leading, it brings some new muscles into play and relieves other muscles that are becoming fatigued.

Shoeing. Von Posek says: "As a result of the very hard roads in the west, the shoeing was to some extent in a sadly deficient state, the constant marching and daily fighting not permitting timely renewals." [13] The Chief of Staff of Sordet's Cavalry Corps states under date of August 10, 1914, that "The matter of shoeing daily became more critical; the hard roads and the constant marching used up the shoes rapidly and others did not arrive due

to lack of time and supply, and it became necessary to make an urgent request for fifteen thousand." [14]

On soft roads such as found in many theaters in the western hemisphere the shoes would not wear out so rapidly but for the same reason it might be difficult to get new ones up to the cavalry, so the problem is no less important here than in western Europe.

In preparation for taking the field the shoeing in the troop and regiment should be brought up to first class condition so as to avoid difficulties along that line for as many days as possible.

After taking the field each trooper should carry on his horse two carefully fitted shoes and also the necessary nails to put them on. Such shoes can be put on with very simple tools, in fact a hammer is enough when no other tools are available. In an emergency the trooper can tack a shoe on by himself but it is better that the horseshoer do it.

On the march the horses should be watched for evidence of shoes becoming loose. The trooper should do this at halts but in movement the clink of a loose shoe is easily detected by the experienced ear. Loose shoes should be tightened at once without waiting to get into camp.

At the end of the march all feet should be carefully examined by the troopers under the supervision of the officers and noncommissioned officers. Shoes that show signs of too much wear or of becoming loose should then and there be replaced or tightened, for after all it is in camp and not on the march that the shoeing should be done. The advice which de Brack gave his French regiment a hundred years ago is perfectly good in our army today: "The captain should carefully superintend the work at the forge." [15]

Lastly, our supply agencies should make early provision for a supply of horse shoes and get them forward to the cavalry in time.

Battlefield

What can be said about care of horses on the battlefield? We may discuss formations and dispositions to avoid losses from small arms or artillery fire, or from airplane attack, but this is not a paper on tactics—it is concerned with health, strength and condition.

It is for the battlefield that we have worked day and night to save our horses, and now duty may take in an hour or a day all that we have saved to them for many weeks. With minds intent on our mission we should yet find time in thought and deed for food, water and rest for our horses. They may get no food, no water, no rest but if in the excitement of the moment we can recall that it is not man nor weapon but horse that is the distinctive element of cavalry, and that while the horse has strength and speed we are cavalry, and when those have faded away we are not cavalry, we can as surely remember to provide those things which seem so simple and yet mean so much. A little rest, a little food, a little water and a great victory may be seized, a beaten enemy destroyed, a victorious foe halted in his tracks.

Concluding Advice from the Author

To the high command. Do not waste your cavalry on fruitless missions.

To the cavalry. Cherish your horses until the hour has come to spend, then spend freely and in the glory of their accomplishments may come your reward for months of labor.

---

1. Historique du Corps de Cavalerie Sordet. Page 23.
2. Historique du Corps de Cavalerie Sordet. Page 69.
3. Historique du Corps de Cavalerie Sordet. Page 87.
4. Cavalry Journal, April, 1917.
5. Five years a Dragoon. Lowe, page 153.
6. Development of Tactics—World War. Balck Page 19.
7. Under the Old Flag, Wilson, Volume II, pages 192 and 295.
8. On the Border with Crock. Bourke. Page 251.
9. Boots and Saddles. Custer. Chapter II.
10. Cavalry Outpost Duties. De Brack. Page 29.
11. Trois Mois au Premier Corps de Cavalerie. Letard. Page 67.
12. Under Crook on the Border. Bourke. Page 367.
13. The German Cavalry in Belgium and France. Page 230.
14. Historique du Corps de Cavalerie. Sordet. Page 35.
15. Cavalry Outpost Duties. De Brack. Page 34.

Equestrian Events IX Olympiad

Plans for U. S. Army Participation

By Major R. E. McQuillin, *Cavalry*

IN the Olympic Games which are to be held in Amsterdam, Holland, this summer, the principal interest of horsemen naturally centers around the equestrian events. These are scheduled to occur on the four days, August 9th to 12th, inclusive.

The program and specifications indicate that the mounted events are to be practically the same as those of 1924, when the games were held at Colombes, near Paris. As then, there are but three equestrian events. These are scheduled in the 1928 program as follows:

1. Equestrian Championship Competition.
   (Individual and in teams.)
   A. Training test, 11 minutes. (1st Phase).
   B. Endurance test. (2d Phase).
   (About 22½ miles as follows:
   4 1/3 miles on roads and paths at about 9 M.P.H.; 2½-mile steeplechase over usual obstacles at about 20 M.P.H.; 9 2/5 miles on roads and paths at about 9 M.P.H.; 5 miles across country over obstacles at about 17 M.P.H.; 1¼ miles on roads and paths to finish at tbout 11½ M.P.H.)
   C. Jumping in the Stadium. (3d Phase).
2. Training Test.
   (Individual and in teams.)
3. Obstacle Jumping Competition—Prix Des Nations.
   (Individual and in teams.)

Except for training tests all horses must carry 165 pounds.

Individual and team entries must be made by July 19, 1928. Each nation is permitted to enter four riders and four horses in each of the three events, but actual competitors are limited to three riders and three horses per nation in each event.

A significant requirement effective for the first time in the 1928 Olympics is that "roarers will not be permitted to compete." Many of the best jumping horses are "roarers."

From a strictly mounted service point of view, without doubt the Equestrian Championship is the most important event and most worth while to win. It obviously requires an all around well bred horse of endurance, that will school, and, at the same time, one that is a good consistent jumper. The interest throughout the cavalry in this particular event is considered to warrant the following more or less detailed account of its governing specifications.

The Equestrian Championship

Each phase of the Equestrian Championship has been alloted a certain value in points, with 2000 the total points for all phases, as indicated in the following table:

1st Phase—Training Test		300 points
2d Phase—Endurance Test		1400 points
Includes—Cross Country	700 points	
Steeplechase	500 points	
Roads and Paths	200 points	
3rd Phase—Jumping		300 points
Total		2000 points

Training Test

The training test is to be conducted in a riding hall or in an arena arranged as indicated in Figure 1.

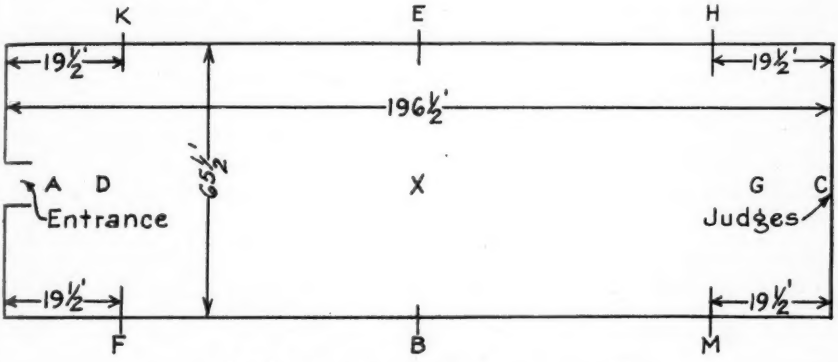


Figure 1 (Diagram of Arena)

The different schooling movements, their sequence and assigned values are specified as follows:

	Value
1. Enter at any gait, halt on center line at G facing judges, salute (A) Work at walk.	3
2. Track to right at walk on long reins	4
3. At A, column right down center, horse collected, march straight	6
4. Two track: D to B and B to G	8–8
5. At G halt, horse immobile and straight	4
6. Track to right at collected walk	2
7. At F, half turn (3 yd. radius, horse true)	5
8. At M, half turn (same), track to right (B) Work at trot.	5
9. At F, posting trot to M Extend and reduce the trot in 1½ times around the track, as follows:	6
10. From M to F, 8 miles per hour (sitting)	6
11. From F to H, extended trot (posting)	12
12. From H to B, slow trot (sitting, horse collected)	12
13. From B to A, 8 miles trot (sitting)	6
14. At A, column right	4
15. Two track: D to E and E to G	12–12

	Value
16. At G, halt, immobile	4–4
17. Move out at walk, track to right	3
18. On gaining the track, trot, (sit or post)	4
(C) Work at gallop (canter).	
19. At B, canter right	5
20. At A, column right down center	2
21. At D, circle to right (3 yd. radius)	5
22. Trot at completion of circle	4
23. At center (X) canter left	4
24. At G, circle left (3 yd. radius) and track to left	5
25. At H, walk	4
26. At E, canter left	7
27. At A, halt, canter left	5–8
28. At B, halt, back four (4) steps, canter left	5–8–8
29. At M, half turn, holding lead	5
30. At B, walk	3
31. At F, canter right	7
32. At K, halt, canter right	5–8
33. At H, halt, back four (4) steps, canter right	5–8–8
34. From M to A, extended gallop	4
35. From A to H, canter	4
36. From H to F, extended gallop	4
37. From F. to H, canter	4
38. At H, half turn, holding lead	5
39. At E, walk	3
40. At K, canter left	6
41. At A, column left down center	2
42. At X, halt, salute, horse immobile, on long reins	4
43. Correctness of position, application of aids, calmness, and control of horse	15
Total value of schooling phase	300 points

NOTE: The time allowed, 11 minutes, begins with the dropping of the hand in the first salute.

Endurance Test

The endurance phase will probably be conducted early on the day following the training phase. The actual course will be shown to contestants the day before the event, when they will be conduced over it for the first time. The specifications issued give the distances and rates of speed required in the different portions of the endurance test identically as shown in the list of events previously quoted herein. It is further stated that both the steeplechase and the cross country will be over obstacles of the type usually encountered. The indications are that the steeplechase obstacles will include brushes, water jumps, ditches and banks of the usual combinations and variety. There will be in the neighborhood of ten jumps. Heights will probably not exceed 3½ feet, nor widths more than 10 feet. The cross country portion will probably include many natural obstacles such as ditches, brooks, hedges, road crossings where fences are combined with ditches, and banks. In Holland there are few natural banks. Practically all ditches are wet and they are usually found in combination with fences or banks. The cross country obstacles will probably be no higher

than those of the steeplechase course, and widths of broad jumps will not exceed 12 feet.

Contestants will take the course singly and at intervals of about three minutes. Points may be gained both in the steeplechase and cross country portions by finishing ahead of time, one half point bonus being given in each course for each five seconds saved. However, a total of no more than 10 points bonus will be awarded in either course.

Jumping In Stadium

This phase will be held on the second day following the endurance test. It is stated that this is not intended to be the usual type of international jumping competition, but merely a test to demonstrate whether or not, on the day after a severe effort, the horses entered still retain the degree of suppleness and energy which enable good hunters and chargers to perform the usual service which might be required of them.

The course includes twelve obstacles, without wings, spaced a fair distance apart, but arranged irregularly, thus requiring numerous turns. The heights of the straight obstacles are not more than 3 feet 10 inches. Open ditches are not more than 7 feet wide and the water jumps have less than 12 feet of water.

As specified the obstacles will include:

One double obstacle, such as a road.
Four obstacles, each 3 feet 10 inches high.
A ditch 6 feet 10 inches wide.
Six obstacles (open ditch, brook, cross bar on bank, wall, oxer, double bank, etc., as decided by the Organizing Committee).
An average speed of about 14 miles per hour is required.

Penalties:

In the endurance test, over time on any portion of the course is penalized one-half point for each period of 5 seconds or fraction thereof lost. Similarly, in the jumping phase, overtime is penalized one-half point for each period of 2 seconds or fraction thereof lost.

In addition, the following penalties apply on the steeplechase and cross-country:

Third refusal or run-out, either at the same obstacle or during the course of the competition	Disqualification
Fall of rider alone	10 points
Fall of horse and rider	6 points
Second refusal or run-out, either at the same obstacle or during the course of the competition	6 points
First refusal	2 points

The following additional penalties may be incurred in the jumping phase:

Third refusal or run-out, either at the same obstacle or or during the course of jumping competition	Disqualification
Third refusal or balking on track but away from obstacle	Disqualification
Fall of rider alone	10 points
Fall of horse and rider	6 points
Second refusal or run-out, either at same obstacle or during the course of the comptition	6 points

Second refusal or balking on track	6 points
Knock-down with front legs	4 points
Front legs in water or ditch	4 points
First refusal or run-out	2 points
First refusal or balking on track	2 points
Knock-down with hind legs	2 points
Hind legs in water or ditch	2 points
Mistakes in course	2 points

In mixed obstacles such as double bars, ditches in front of or beyond another jump, only the heaviest penalty will be awarded. If a horse bolts off the course he will be disqualified. A horse stopping between two obstacles must make his second attempt from between the obstacles.

Marking

In the Equestrian Championship, the scoring system is rendered somewhat complicated through the use of coefficients whereby the different parts of the competition are relatively weighted. Each part is awarded a mark on a scale of from 0 to 20 (the penalties made being subtracted from 20). This awarded mark is then multiplied by the assigned coefficient to obtain the points earned in that particular part of the test.

The different parts and the corresponding coefficients are as follows:

Maximum Mark	*Event*	*Coefficient*	*Points*
(20)	Schooling	15	300
(20)	Cross Country	35	700
(20)	Steeplechase	25	500
(20)	On roads and paths	10	200
(20)	Jumping in Stadium	15	300
		100	2000

EXAMPLE

Steeplechase	Penalties	
	Fall of horse and rider	6
	One refusal	2
	Total	8

20 — 8 = 12 = Mark awarded.
12 x 25 = 300 = Points awarded for steeplechase.

The points thus calculated for each part are added together to obtain the total points awarded an entry for the entire competition. The highest score (individual or team) wins. The team score consists of the sum of the scores of the three highest horses on the particular team.

The Training Test

As it is improbable that America will enter this event it will be but briefly discussed here. Our lack of entries may be attributed to the fact that past experience has shown that it is futile to put any horse in this class other than one of superb quality that is also highly trained in equitation. At present the indications are that we will have no such horses available this year.

The following are the more important schooling movements required in this test, in addition to those usually specified in a training test:

Two-track at the trot to the right and left successively across the center line, seven times in advancing the length of the arena (during the two-track in each direction exactly three strides are to be made on each side of the center line); the same at a gallop with a change of lead at each change of direction; serpentine with true gallop down the center, with change of lead at each crossing of center line; the same with false gallop; the extended gallop from backing; on successive long sides of the arena four changes of leads at each four strides; six changes at each three strides, eight changes at each two strides and sixteen changes at each stride.

Obstacle Jumping—Prix Des Nations

This event will probably occur on the last day, August 12.

There are 16 obstacles of all types, varying in height from 4 feet 1¼ inches to 4 feet 9 inches, with widths of broad jumps not over 13 feet. The course is irregular and an average speed of about 15 miles per hour is required. Contestants will have no opportunity to see the obstacles or their arrangement prior to the day of the event.

Penalties

The penalties applying are the same as those for the jumping in the Equestrian Championship. Performance only counts.

Marking

In this event there are no coefficients. The score of an entry consists of the total of the penalties adjudged at each obstacle. The lowest score wins, both individual and team. A team score is the sum of the penalties awarded its three lowest horses.

Plans for U. S. Army Participation

In 1925 the Chief of Cavalry conducted studies with a view to determining the best plan for our participation in the mounted events of future Olympiads. Based upon these studies and as a continuation thereof, the Chief of Cavalry and the Training Section of the General Staff made recommendations to the Chief of Staff early in 1926 for the formation of a continuing committee to be known as the War Department Olympic Riding Committee. It was to consist of the Chiefs of Field Artillery, Infantry, Cavalry, The Quartermaster General, a representative of the Remount Service and a representative of the General Staff. The committee was to be charged with the duty of formulating ways and means, and with the organization of army riding teams to compee in future Olympic games.

Accordingly, the committee was designated and it began functioning in the latter part of 1926. The plan adopted for army participation was to have a nucleus for the equestrian team begin training immediately, using all available officers and mounts; to conduct preliminary training both at the Field Artillery

School and at the Cavalry School; then, later, to assemble all army competitors at the Cavalry School for final selection and training under the direction of the Chief of Cavalry.

The committee selected Brigadier General Walter C. Short as team manager of the 1928 team and Major Sloan Doak as team captain. It announced the policy of placing the principal dependence upon Army mounts, public or privately owned, it being deemed inadvisable to make a systematic canvass with a view to securing the loan of civilian-owned horses. However, the team manager was empowered to accept the loan of any horses offered.

It was early announced that no government funds could be expended in connection with army participation in the games. This necessitated that the committee arrange for the procurement of funds to meet the necessary expenses incident to assembling the competitors and mounts, and for the transportation and maintenance of the team on the trip.

As he has done so frequently in the past, Colonel Pierre Lorillard, Jr., again came forward and announced that he would gladly assume the task of raising the needed funds. Here it might well be mentioned that Colonel Lorillard for several years has given his hearty support towards improving the standard of horsemanship in the army and he has also been instrumental, in no small degree, in making it possible for our teams to participate each year in the important eastern shows. Without his support it is doubtful if we could take part in these coming games. He deserves our most sincere appreciation and thanks.

Following the designation of the Chief of Cavalry as War Department representative on the Executive Committee of the American Olympic Committee, Colonel Lorillard was designated by General MacArthur (President of the American Olympic Association) as chairman of the Special Olympic Equestrian Committee, which was asked to assist in developing the 1928 team and in sending it to Europe.

Besides General Short, the team manager, Colonel Lorillard's committee includes Mr. John McE. Bowman, president of the National Horse Show and president of the United Hunts Association; Mr. Alfred B. Maclay, president of the Association of American Horse Shows; Colonel John W. Converse, a prominent horseman of Philadelphia; Mr. R. E. Danielson, editor of *The Sportsman* and a prominent New England horseman; Mr. C. Groverman Ellis, who is connected with all horse activities near Chicago; Mr. O. W. Lehman, who loaned horses to the American team in 1924 and again this year; Mr. John R. Macomber, president of the Easton Horse Show Association; Mr. W. W. Mines, president of the Los Angeles National Horse Show; Major C. L. Scott, Chief of the Remount Service; General W. P. Story, a director of the Los Angeles National Horse Show; Colonel R. H. Williams, president of the American Remount Association, and Mr. S. Bryce Wing, prominently identified with Long Island and Maryland hunts.

Acting for the committee, Colonel Lorillard in February announced through the press that try-outs open to civilian and military competitors for the 1928

American Olympic Equestrian Team would be conducted at Fort Riley, Kansas, during the month of April. This is in keeping with the policy of the committee that the American Equestrian team as such is open to civilians as well as to officers of the Regular Army, National Guard and the Organized Reserves.

Developments

The Cavalry began preparation for its participation in the 1928 games during the early part of 1927, when Major Sloan Doak, Major Harry D. Chamberlin, Captain F. L. Carr, Captain W. B. Bradford and Captain Francis H. Waters were assembled at the Cavalry School and work started under Major Doak in the development and training of available Olympic horse prospects. Similarly, training was also started at the Field Artillery School, under Major C. P. George. The officers with Major George were Captain William H. Colbern, Captain Norman J. McMahon, Captain Richard Gordan and, later, Lieutenant Edwin Y. Argo.

During the fall of 1927 the Army Horse Show Team, consisting of the officers in training at Fort Riley, Captains McMahon and Gordon from Fort Sill, and twenty horses, made the eastern horeshow trip. The team met with outstanding success. (See Captain Bradford's article in the January CAVALRY JOURNAL). The team returned to Fort Riley early in December and, after a short rest, training for the Olympic games was resumed.

It was early realized as essential that a number of good Olympic horse prospects should be obtained in addition to the dozen or fifteen at Fort Riley and Fort Sill, some of which were known to be of doubtful value. In an effort to obtain additional suitable prospects from the service, the Chief of Cavalry, in December last, called upon Cavalry commanders for reports on public and private mounts which were considered suitable prospects and were available for use of the team. Based upon the reports received, the team captain had several of these horses shipped to Fort Riley. In addition, a number of valuable and well-known civilian-owned horses were generously offered by their owners.

At this writing (March 5) the status of preparations, as far as the army is concerned, may be outlined as follows:

AT THE FIELD ARTILLERY SCHOOL

Major George, in charge, his personnel now including only Captains Colbern and McMahon, and Lieutenant Argo, has several good prospects in training. It is planned that in April the best field artillery prospects in both riders and mounts will join the group in training at Fort Riley.

AT FORT RILEY

With General Short present, Majors Doak, Chamberlin and O. I. Holman, Captains A. W. Roffe, Carr, Waters, Bradford and R. C. Winchester, are now working twenty-four prospects, which are about equally divided between "three-day" horses and jumpers. Several additional horses are en route to Riley. The horses now in the stable and their classifications are given here as a matter of interest to those who know them:

Three-Day Event

Horse	*Owner*
1. *Gedney*	Government
2. *Aline*	Government
3. *Misty Morn*	Major Doak
4. **Pathfinder*	Government
5. **Proctor*	Government
6. **Verdon Belle*	Capt Carr
7. **Beau Geste*	Capt Carr
8. **Shorty Kromer*	Government
9. *Star Shoot*	Government
10. **Peter Prime*	General Short
11. *Babe Wartham*	Government

*Thoroughbred.

Prix Des Nations

Horse	*Owner*
Jack Snipe	Government
Dick Waring	Government
Miss America	Government
Scapa Flow	Government
George Williams	Government
Garcon	Government
Barrington	Capt. Carr
Joe Aleshire	Government
Nigra	Government
Sandy	Government
Acrobat	Capt. Pierce, 5th Cav.
Big Ben	Lieut. Kohler, 5th Cav.
Fairfax	Maj. Underwood, VC.

The following horses are en route to Fort Riley for use of the team:

Horse	*Owner*
Queen's Own	Government (United States Military Academy)
Lady	Government (3rd Cavalry)
Warrior	Mr. Robbins, Sewickley, Pennsylvania
Colleen	Mr. Victor Mather, Bryn Mawr, Pennsylvania
Gay Fashion	Mr. Ewart Johnston, Virginia

Other horses offered which may be obtained include *Bones,* offered by Mr. J. H. Lapham, San Antonio, Texas; *Bally Macshane,* offered by Captain F. H. Bontecou, Cavalry Reserve, and *Sure Fire,* offered by Mr. O. W. Lehman, of Chicago.

Three of the horses now in training, *Nigra, Babe Wartham* and *Joe Aleshire,* were operated on during February by Major Underwood, V.C., for "roaring." They are now being worked lightly, and it is hoped that they have been saved to the team, as with this unsoundness they were prohibited from entry in the games.

Training At Fort Riley

Major Doak states that all horses are being put through a systematic process of conditioning combined with training. The three-day horses are given a two-hour cross-country workout three days a week. This is mostly at a walk and trot up and down gentle slopes. In addition, a period of two hours each day is devoted to schooling, jumping on the longe, or to jumping under saddle, in accordance with the individual requirements.

Jumpers are given a two-hour cross-country workout three days each week to improve condition, and are walked, mounted or led, on the remaining three days. In addition, they are longed over jumps twice each week and also jumped under saddle twice weekly. Included with this is always a period of schooling for the purpose of securing control of the shoulders, engagement of the haunches, regulation of the pace and a high degree of balance for the negotiation of unusual obstacles.

The obstacles employed are all without wings and of a varied nature. Many

are of breadth combined with height. In-and-outs especially are being employed. In one frequently employed, the first two jumps are uprights, 13 feet apart, and the third (21 feet distant) is a double oxer, the spread of which is gradually being increased to meet contemplated conditions. Among the outdoor obstacles being used are banks, ditches, water and combinations of these types. Others included are ditches and water combined with fences, double oxers and triple bars.

The Team

It is probable that final selection of the team will be made by June 1. On about that date it is expected that it will be moved east, with a view to avoiding the intense heat usually encountered in the middle west during June.

It is anticipated that the team will be composed of the manager, the team captain, a veterinarian, from four to six riders and nine enlisted men, including a sergeant and a horseshoer. Not more than sixteen horses will be taken. Two of the riding members will probably be from the Field Artillery.

Transportation To Europe

Passage abroad will be had on the chartered Olympic boat, the "President Roosevelt," which is scheduled to sail from New York about July 10. Arrangements have been made for building the necessary box stalls between decks, and there will be room for an exercise track, as well as a space for all the equipment and sufficient forage for the entire trip.

The boat is scheduled to arrive in Amsterdam July 20. This allows but nineteen days for conditioning after landing. A longer period is desirable. However, this would require an earlier departure from New York, obtainable only through shipment on a regular commercial liner at almost prohibitive cost.

General Short plans to go abroad some time before the team sails, in order that he may complete final arrangements for accommodations and training in Holland before the arrival of the Olympic boat.

The Situation In Holland

The team will be trained and quartered at Hilversum, some twelve miles southeast of Amsterdam. The program provides that schooling and endurance tests will take place at Hilversum and that jumping events will occur in the Olympic Stadium in Amsterdam. It is hoped to effect a change and have all the equestrian events held in Hilversum, otherwise it will be necessary to transport animals by train from Hilversum to the stadium in Amsterdam, and return, on the days of jumping events. The train trip requires two hours or more. The use of a van is out of the question, as there is but one horse van in all Holland.

The team has been quite fortunate in having Lieutenant J. M. Glasgow, Cavalry, Assistant Military Attache in Paris, make the preliminary arrangements in Amsterdam and Hilversum for its accommodations in the way of stables, quarters for members and training grounds. Lieutenant Glasgow has also furnished much valuable information covering such matters as temperature range

during August, weather to be expected, the terrain, obstacles common to the country, forage samples, maps and photographs of facilities reserved.

The following nations, in addition to the United States, have signified their intention to compete in the equestrian events: France, Italy, Poland, Spain, Sweden, Holland, Germany, Austria, Switzerland and Japan. England will not enter this year. Of the countries named, Germany is bringing the largest string of horses—fifteen—while Japan is bringing but four.

Participation In Previous Games

In conclusion, it may be of interest to record the composition of teams and the results of American participation in the equestrian events at previous Olympic games:

1912

Stockholm, Sweden

In charge of U. S. Army competitors: Colonel F. S. Foltz, G. S.

Riders	*Horses*
Captain Guy V. Henry (team captain)	*Chiswell*
Lieutenant Ben Lear, Jr.	*Poppy*
Lieutenant John C. Montgomery	*Deceive*
Lieutenant Ephraim F. Graham	*Connie*

Extra horses: *Bazen* and *Fencing Girl*

Military Championship

1. Long-distance ride, 31 miles in 3¾ hours.
2. Cross-country, 3 miles, in 15 minutes.
3. Steeplechase, 2½ miles in 5 minutes 50 seconds.
4. Jumping in stadium.
5. Training test.

(NOTE:—The long-distance and cross-country were combined. After a day of rest, the other events were on successive days.)

The American entries were the officers and first four horses listed above. The total score of the three highest counted as the team score.

Results: Sweden, first; Germany, second; America, third; France, fourth. (Second place lost on conformation of mounts.)

Training Competition (Dressage)

Entries: Captain Henry on *Chiswell,* and Lieutenant Montgomery on *Deceive.*

Results: Captain Henry on Chiswell was placed thirteenth. Sweden won the first three places; Germany, the next three; then Sweden two more.

Jumping Competition (Prix Des Nations)

Entries: Captain Henry on *Connie,* Lieutenant Lear on *Poppy,* Lieutenant Montgomery on *Deceive.* (No fourth horse entered.)

Results: Sweden, first, with 25 faults; France, second, with 32 faults; Germany, third, with 40 faults; America, fourth, with 43 faults.

1920

Antwerp, Belgium

Team Manager: Colonel Walter C. Short, Cavalry
Team Captain: Major Berkley T. Merchant, Cavalry

The Team

Major I. S. Martin, Cavalry
Major John A. Barry, Cavalry
Major W. W. West, Jr., Cavalry
Major John W. Downer, Field Artillery
Major Sloan Doak, Cavalry
Major H. W. Chamberlin, Cavalry
Major V. P. Erwin, Field Artillery
Major K. C. Greenwald, Field Artillery
Captain H. T. Allen, Jr., Cavalry

Military Championship

1. Long-distance ride 50 kilometers in 3½ hours. (Included 5 kilometers across country at 15 M. P. H. over 20 obstacles.)
2. Road ride—20 kilometers in 1 hour.
3. Steeplechase—2½ miles at 20 M. P. H. (This took place 30 minutes after the completion of the road ride.)
4. Jumping in stadium.

(NOTE—A day of rest was allowed after the first and third phases.)

Entries	*Horses*
Major Doak	*Deceive*
Major Barry	*Raven*
Major West	*Black Boy*
Major Chamberlin	*Nigra*

Results: Sweden, first; Italy, second; Belgium, third; United States, fourth; France, fifth. (*Deceive* eliminated in first phase for lameness.)

Training Competition (Dressage)

Entries	*Horses*
Major Barry	*Singlen*
Major Doak	*Chiswell*
Major Chamberlin	*Harebell*

Results: Sweden won 1st, 2nd and 3rd. U. S. entries awarded last three places—14th, 15th and 16th, each with same score of 19.312.

Jumping Competition (Prix Des Nations)

Entries	*Horses*
Major Doak	*Rabbit Red*
Major Chamberlin	*Nigra*
Major Greenwald	*Moses*
Major Irwin	*Jack*

Results: 1st, Sweden; 2d, Belgium; 3d, Italy; 4th, France; 5th, United States.

Individual Jumping

Entries	*Horses*
Major West	*Prince*
Major Downer	*Dick*
Captain Allen	*Don*
Major Irwin	*Joffre*

Results: Italy won 1st and 2d; Sweden, 3d; Norway, 4th; and Belgium, 5th. *Don* tied for 6th place with two foreign horses; *Dick* was 12th and *Prince* 18th. *Joffre* was eliminated.

1924

Colombes, France

The Team

Major J. A. Barry, Cavalry (Captain)
Major C. P. George, Field Artillery
Major E. W. Taulbee, Cavalry
Captain W. T. Bauskett, Jr., Cavalry
Captain V. L. Padgett, Cavalry
Captain J. R. Underwood, Veterinary Corps
Lieut. F. L. Carr, Cavalry
Lieut. F. H. Bontecou, Cavalry-Reserve
Lieut. P. M. Robinett, Cavalry

Military Championship

1. Training.
2. Endurance test—43/8 miles—roads and paths at about 9 M.P.H.; 2½ miles steeplechase at 20½ M.P.H.; 9 miles roads and paths at 9 M.P.H.; 5 miles cross country over 28 obstacles at 17 M.P.H.; 1¼ miles on roads to finish at 11 M.P.H. Weight: 165 pounds.
3. Jumping in stadium.
(A day of rest allowed between each phase).

Entries	*Horses*
Major Barry	*Miss America*
Major Doak	*Pathfinder*
Captain Padgett	*Brown Boy*
Lieutenant Carr	*Proctor*

Results: Holland won the championship. The U. S. Team was eliminated from the competition as a team when *Miss America* and *Brown Boy* failed to finish the endurance phase. As individuals, *Pathfinder* won 3d place and *Proctor* 8th.

Training Competition (Dressage)

No United States entries in this event on account of lack of suitable mounts.

Jumping Competition (Prix Des Nations)

Entries	*Horses*
Major Barry	*Nigra*
Major Doak	*Joffre*
Captain Padgett	*Little Canada*
Lieutenant Bontecou	*Bally MacShane*

Results: Won by Sweden. Here the U. S. Team was again eliminated due to two horses failing to finish the course. *Little Canada* tired and went out on refusals. *Bally MacShane,* being windy, gave out before completing the course. The track, 1200 yards long, had been covered ankle deep with sand presumably on account of the ground being wet. Both *Nigra* and *Joffre* made creditable performances.

Some Famous War Horses

By "Ultimus"

REGARDLESS of the fact that over 125 divisions of cavalry participated in the war, little, if anything, has been written concerning the noble work performed by the mounts of many cavalry leaders. It may be that so many "big things" happened during the four years of the struggle that the historian has had crowded from his manuscripts the records of these faithful animals. In time, when the more minute details are covered by authors, the lives of the famous horses will certainly find a place in the histories of their masters.

Going back to our war with Mexico, we find some excellent descriptions of the exploits of such horses as Colonel May's *Black Tom*, General Winfield Scott's *Rolla* and *Washington*, and General Zachary Taylor's *Old Whitey*, which was sent to Washington during President Taylor's administration in response to requests from many of his admirers. *Old Whitey* was never ridden after the Mexican War, and while en route to and from Washington had nearly all of his mane and tail pulled out by individuals in search of souvenirs. Stonewall Jackson's *Sorrel*, of the Civil War, is said to have resembled him much in conformation.

Black Tom was probably the most famous of the War-horses of this period. He was a thoroughbred, bred in Kentucky, and was seventeen hands high. After being placed in retirement on a Maryland farm he died and his hoofs were cut off by the relatives of his owner so that drinking cups could be made of them as a memorial to his accomplishments.

General James Grant Wilson, D.C.L., writing in the January 2, 1897, *Outlook*, says: "The Hon. Francis Lawley, the highest English authority on the subject, gives thirty-four feet as the greatest distance ever broad-jumped by an English horse in a steeplechase or elsewhere. *Black Tom* jumped thirty-five on a wager during the war, and, later, May made another bet that he would, with a flying start of fifty yards, leap *Tom* across a canal thirty-six feet wide. They came thundering along, the jet-black steed nearly seventeen hands high, and May over six feet, sitting like a centaur; *Tom* gave a mighty jump, but fell short, and, of course, man and horse had a very sudden and an exceedingly cold bath, for the attempt was made in mid winter, soon after the close of the war. For a "Charlie O'Malley" leap over a cart loaded with a cord of wood, standing in front of the City Hall, May was fined in a Baltimore court. On another occasion the dashing cavalryman rode *Tom* up the steps of the leading hotel of that city, cavorted around and through several of the principal apartments, and then calmly rode out again."

The same author also relates how Colonel May on his coal-black, powerful gelding, while in command of a squadron of the Second Cavalry at the battle of Resaca de la Palma, May 9, 1846, jumped one of the guns of a Mexican battery and captured the entire battery, together with General La Vega of the

Mexican forces. It may be interesting to note here that an emblem characterizing this feat by the gallant, dashing May now forms a part of the coat of arms of the Second Cavalry.

Civil War Horses

In the Civil War we find some wonderful chargers. Among the most celebrated of these were General Grant's *Cincinnati*, General Sherman's *Sam*, General Sheridan's *Winchester*, and General R. E. Lee's *Traveler*.

Cincinnati was a big bay animal by the famous sire *Lexington*, the leading racer and sire of his age. *Cincinnati* was used throughout the wilderness campaign by General Grant. He had great strength and endurance, and was about seventeen hands high. At one time the General was offered $10,000 for him but refused it. A gentleman in Cincinnati presented him to General Grant. He died on a Maryland farm in September, 1874.

Winchester was foaled at Grand Rapids, Michigan. He was over seventeen hands high, was powerfully built with deep chest and strong shoulders. His clear eyes were separated by a broad forehead, denoting great intelligence. He was never ill and had great endurance. He was presented to General Sheridan by the officers of the Second Michigan Cavalry when the General (then a colonel) was in command of that regiment. This was in the spring of 1862 and *Winchester* was coming three years old. This powerfully built animal had a reputation as a fast walker, and was ridden by General Sheridan through all his other campaigns to the end of the war. He died in 1878. Black in color, and of *Black Hawk* stock, he presents an interesting figure when viewed in the National Museum in Washington. At the time of his death, after being prepared by a taxidermist, he was placed at Governor's Island, New York but recently has been moved to Washington.

Some other great war-horses, detailed descriptions of which must necessarily be left out for lack of space, are Captain Philip Kearney's white *Moscow* written about in both prose and poetry; also his bay *Decatur*, and his brown *Bayard*, shot in action; General Judson Kilpatrick's sorrel *Beppo* which was shot from under him in the battle of Aldie; and Kilpatrick's most famous *Old Spot* of many colors which was captured from a confederate colonel. He was almost as celebrated as *Winchester* and is said to have lived longer than any other General officer's horse of the Civil War. He died in 1887 at the age of forty, and was buried at Deckerstown, New Jersey. General Sherman once referred to this horse as "Kilpatrick's celebrated calico horse."

In this class we also find General Joseph E. Johnson's bay throughbred *Fannie* which was in many battles, but never wounded; and General James Longstreet's *Hero*, a bay, sixteen hands high, and by the famous racer *Red Eye*. General J. E. B. Stuart wore out his good thoroughbred mare *Virginia* during the Gettysburg campaign.

Then there was *Napoleon* the eighteen hands high, bay horse owned by General Winfield Scott, who owned *Rolla* and *Washington* during the Mexican War. *Napoleon* died at the age of thirty and is said to have been the largest

and most powerful horse ever ridden by a soldier. Just before General Scott died at West Point in 1867 he sent for his groom and said to him: "Peter, take care of my horse!"

General Wade Hampton had many thoroughbreds, the favorite one of which was *Beauregard*. Spirited, bold and sixteen and a half hands high, he was considered one of the finest horses in the southern armies. *Beauregard* was mortally wounded at Gettysburg and died in front of the hospital there while the wounded General was being carried in.

General Fitzhugh Lee's dapple gray *Nellie Gray* deserves mention. This mare, with white mane and tail, was stylish and active, and was selected by General R. E. Lee for use by President Davis in the contemplated review of the troops of the Army of Northern Virginia. She was killed in the battle of Winchester.

General Nathaniel P. Banks purchased his *Shenandoah* from a gentleman in Virginia. He also owned a horse called *Charlie*, reputed to be the only horse that ever threw General Grant. It is said that this fall put the General on crutches, causing his absence from the battle field and that his absence was one of the contributing causes of the defeat of the northern forces at Chickamauga.

Mention should also be made of General Grant's two other horses (*Cincinnati* is mentioned above). One was *Egypt*, a thoroughbred animal from southern Illinois; and the other was *Jeff Davis*. The latter was captured on the Davis plantation in Mississippi.

And now we come to *Traveler*, the most distinguished of the various warhorses. He was born near the Blue Sulphur Springs, in West Virginia, and was purchased by General Lee from Major Thomas L. Broun, who bought him from Captain James W. Johnston, the son of the gentleman who reared him. General Lee saw him first in West Virginia and afterwards in South Carolina, and was greatly pleased with his appearance. As soon as Major Broun ascertained that fact the horse was offered the General as a gift, but he declined, and Major Broun then sold him. He was four years old in the spring of 1861, and therefore only eight when the war was closed. He was greatly admired for his rapid, springy walk, high spirit, bold carriage, and muscular strength. When a colt he took the first premium at the Greenbriar Fair, under the name of *Jeff Davis*. (General Grant also had a horse called *Jeff Davis*). The General changed his name to *Traveler*. He often rode him in Lexington after the war, and at Lee's funeral *Traveler* followed the hearse. He was appraised by a board in August, 1864, at $4,600 in Confederate currency.

When General Lee went to Washington and Lee University, "the famous grey which had borne him so faithfully amid the flying bolts of battle, now carried him to peaceful pursuits. Unheralded and unattended, having ridden from Powhatan County in four days, his simple entreé was made into the little mountain town of Lexington. As he drew rein in front of the village hotel, an old soldier recognized him, gave him the military salute, placed one hand upon the bridle, the other upon the stirrup, and stood, waiting for him to dismount." This

was the eighteenth day of September, 1865. Every afternoon, rain or shine, the General mounted *Traveler* and had a ride.

It is written by a biographer of Lee that a Mr. Senseney, the village blacksmith at Lexington, who died there in December, 1915, told the author of the volume that General Lee always took *Traveler* to the shop to be shod, never trusting him to the care of a servant while undergoing this ordeal. As the faithful old horse was spirited, the General always stood by his side while he was being shod, talking to him and enjoining patience on the part of the blacksmith.

Courtesy Houghton Mifflin Company

General Lee on "Traveler"

On these occasions the General would say: "Have Patience with *Traveler;* he was made nervous by the bursting of bombs around him during the war."

The old iron grey horse was the privileged character at General Lee's home. He was permitted to remain in the front yard where the grass was greenest and freshest, notwithstnading the flowers and shrubbery.

Traveler was of fine proportions, muscular conformation, deep chest and short back, strong haunches, flat legs, small head, broad forehead, delicate ears, quick eye, small feet, and black mane and tail. He had great "endurance of toil, hunger, thirst, heat, cold, and the dangers and the suffering through which he passed." He was responsive to every wish of his rider.

General Lee had *Traveler* with him in Virginia, the Carolinas, and back

to Virginia. He rode him at "the Seven Days' Battle around Richmond, the second Manassas, at Sharpsburg, Fredericksburg, the last day at Chancellorsville, to Pennsylvania, at Gettysburg, and back to the Rappahanock." "From the commencing of the campaign in 1864 at Orange, till its close around Petersburg the saddle was scarcely off his back, as he passed through the fire of the Wilderness, Spottsylvania, Cold Harbor, and across the James River. He was almost a daily requisition in the winter of 1864-65 on the long line of defenses from Chickahominy, north of Richmond and Hatchers Run south of the Appomattox." In the campaign of 1864 he carried General Lee from Petersburg to Appomattox Court House, and during those final days of the war. He was better than half thoroughbred, was an iron gray with black points, strong and active, and sixteen hands high.

The authors who have written of *Traveler* are almost unanimous in the statement that he was of even temper, docile, and calm under fire, and easily managed. However, the writings of General Curtis Lee seem to indicate that, at times he required a strong seat and a steady hand. He says: "*Traveler* injured both of my father's hands at the second battle of Manassas, and General Lee could not thereafter hold the reins in the regulation manner."

General Lee, in referring to *Traveler's* endurance as compared with his other horses, once said: "Of all his companions in toil, *Richmond, Brown Roan, Ajax,* and quiet *Lucy Long,* he is the only one that retained his vigor, the first two expired under the enormous burden, and the last two failed." Soon after the death of General Lee, *Traveler,* who had for years lived in a stable adjoining the General's home, stepped on a nail which penetrated his foot and could not be withdrawn. This caused lockjaw to which his death was due. His skeleton is now preserved in the museum at Washington and Lee University.

Horses of General Custer's Commands

It is said that General Custer, an accomplished rider, and gallant, dashing cavalryman had seven horses killed under him in four years. His favorite was *Don Juan,* a thoroughbred stallion; and his next favorite a speedy bay *Jack Rucker,* which he rode at Five Forks. Custer loved horses and dogs. In many of his Indian campaigns he rode his horse *Dandy* which he purchased in Kansas. His sorrel thoroughbred *Vic* was his mount at Little Big Horn, June 25, 1876, when his command was massacred.

Many people think that *Comanche* was Custer's horse. *Comanche* was a troop horse of Troop I, Seventh Cavalry, and, since he was the only surviving thing of the attack of "Sitting Bull," the impression has come about that he was the General's mount. Note what General James Grant Wilson, D.C.L., writing for *The Outlook,* January 2, 1897, has to say: "*Comanche,* a powerful gray horse, nearly sixteen hands, the only living thing that escaped the massacre in the Little Big Horn when Custer and his command were annihilated by the Sioux, died at Fort Riley, Kansas, November 9, 1891. He was more than thirty years old, and for nearly two-thirds of that period he was on the retired

list of the United States Army, drawing a pension. *Comanche* was the charger of Captain M. W. Keogh, who was killed by the side of his gallant commander in the "Last Rally." When found, *Comanche* was many miles distant from the battlefield and nearly dead from loss of blood, flowing from seven wounds. Major Reno's command cared for him as if he had been human, and after his recovery he accompanied the survivors of the Seventh Cavalry to various posts, being finally transferred to Fort Riley, Kansas, where he died of old age. *Comanche* was daily saddled and bridled and led out for inspection,

"Comanche"

but he never suffered the indignity of serving in ranks. Captain Keogh, commanding Troop I, was the last man that ever mounted the interesting and historic old war-horse. *Comanche,* living and dead, was much sought after by enterprising showmen; but, to the credit of our Government be it said, unsuccessfully. After his death he was skillfuliy mounted by the orders of the War Department, and was among the most interesting exhibits at the Chicago Columbian Exposition in 1893. Several thousand Sioux Indians celebrated the twentieth anniversary of the massacre of which *Comanche* was the sole survivor by various fantastic dances and ceremonies incident to their ancient traditions."

The Horse in the Palestine Campaign

By A Student, *The Cavalry School*

IN studying the use and care of horses in this campaign, we are particularly fortunate in having the excellent history of the British Veterinary Services, from which one can obtain very complete records as to diseases, forage, losses, etc. On the other hand, the line officers seem to have confined their writings to the tactical side of the question. As a result, many details of horsemastership, marching, saddling, and innumerable other interesting subjects have scarcely been touched.

The majority of the horses used in Palestine were obtained in Australia, with a very small minority coming from England, Canada, and the United States. These Australian horses, or "Walers," are pictured as light, hardy, compact, iron-legged animals about 15 hands high. They exhibited endurance, hardihood, and powers of recuperation hitherto unknown among cavalry mounts, and the record of their performances has led to the belief that the cavalry in Palestine was mounted on super-horses. Space taken, therefore, to consider the means by which these were produced will not be wasted.

The Australians had for many years past bought thoroughbred stallions, which had failed to show the necessary speed for the English turf, and shipped them to Australia for breeding purposes. This policy had resulted in practically all of the light horses of Australia being very nearly thoroughbred. They were raised under range conditions with, in many sections, but scant forage and water. The survival of the fittest, and other forces of nature, had worked continuously and resulted in a horse much smaller and hardier than the English thoroughbred, from which it was descended. The principal sales market had been in India and the quantities exported there for use as remounts in the Indian Cavalry had encouraged the breeders to produce numbers greatly in excess of the needs of the Commonwealth. Without intending to detract in any way from the wonderful record of the horses used in Palestine, there is another side of the picture which must be shown. This is that there were produced an enormous number of horses unfit for military service and that those actually sent to Palestine were a very carefully chosen minority. The report of the Inspector General of the Australian Army for 1920 states that "* * * during the war considerable difficulty was experienced in obtaining sufficient horses of the right type to meet the demands from overseas, and it was actually estimated that less than 3% of the horses of Australia were up to the standard required for cavalry and artillery. * * * that the greatest difficulty was experienced in keeping up the supply, and that the horses sent were picked from all parts of the Commonwealth, and were selected by highly competent buyers of many years' experience."

After these horses reached Egypt early in 1915, there was a period of over two years in which cavalry was not used extensively. During this period, the horses had an opportunity to become thoroughly acclimated. They were carefully

conditioned and the unfit, undoubtedly, were further weeded out. This long period of preparation, coupled with the original careful selection, resulted in the cavalry entering the 1917 campaign horsed in a manner that will seldom, if ever, fall to the lot of cavalry in the future. This fact should be kept constantly in mind when considering the subsequent brilliant record of these horses.

In the early months of the war, the standard of horsemastership was not high. In the English units, neither officers nor men were experienced in the care of horses in the field. The Colonials were splendid riders, but were unaccustomed to using the same horse day after day over extended periods. The time spent in Egypt and Sinai was not wasted, however, and by 1917, the standard of horsemastership was high throughout the mounted units. This improvement was, in a large measure, the result of frequent inspections, advice, and suggestions given by the administrative officers of the veterinary corps and the attention given thereto by commanding officers of the cavalry units.

Throughout the last three years of the war, the outward condition of the horses was good, but this could not always be taken as a true index to the real condition, for sand had played havoc with the digestive organs of many animals. Strains incurred by draft animals in the deep sand had also seriously affected the heart and lungs of a large per cent. This outward condition was a result of intelligent use of such food and water as was available, of systematic exercise when not on the march, and of the high standard of grooming demanded by the British, but practically unknown to us. Clipping was insisted upon and in some areas was done by Egyption and Indian labor troops who specialized in this work. Throughout the war, periods of intense activity alternated with periods of comparative rest, and during the latter a chance to recuperate was nearly always found.

The issue type of shoe was found to be too heavy and clumsy for desert work, and lasted for two or three reshoeings. A light, broad, webbed shoe, similar to that used in India and South Africa, gave excellent results, but was never obtained in quantities sufficient for issue to all units. Many injuries to feet were caused by attempting to fit shoes cold and this was not corrected until field forges were issued. It had been the experience of the British that mules could go unshod, even in the roughest parts of India, but in marching over the rough sharp rocks of the Judean hills, protection for their feet was found necessary.

Throughout the entire Palestine Campaign, the daily forage ration was below that of peace time and was, in general, of poor quality. Up to the beginning of the 1917 operations, the maximum daily ration was fixed at 10 lbs. of barley and 10 lbs. of tibben (chopped barley straw), or hay, if the latter was obtainable. The food value of this ration was 23% below that of peace time. The following table of equivalents gives a clearer understanding of the value of the various feeds used:

¾ lb. oats = 1 lb. barley = 1¼ lbs. bran = 1¼ lbs. crushed maize.
1¾ lbs. hay = 3½ lbs. tibben = 2 lbs. dries.

The hay that could be obtained was of poor quality and great difficulty was experienced in inducing horses to eat it. During the Gaza operations, a "mobile" ration of 8 lbs. of grain and 4 lbs. of hay was used. This ration was more than 40% below the peace time ration, but some units were compelled to operate for a whole week on it. It must be borne in mind, too, that these rations were the maximum to be issued and that often the actual issue was much less. During the campaign in the fall of 1918, enemy forage of good quality was often captured and did much to maintain the underfed animals of the Desert Mounted Corps. It was found that animals of over 16 hands lost condition rapidly on short rations and an extra 2 lbs. of grain per day was allowed them.

A compressed ration made as follows was tried out:

Tibben	40%
Crushed Barley	35
Crushed Maize	10
Bran	5
Chopped Wheat Straw and Molasses	10
	100%

When baled, this was easy to transport and made a good feed, when composed of materials of suitable quality. It often became heated or musty, however, and so much diarrhea resulted that its use was abandoned.

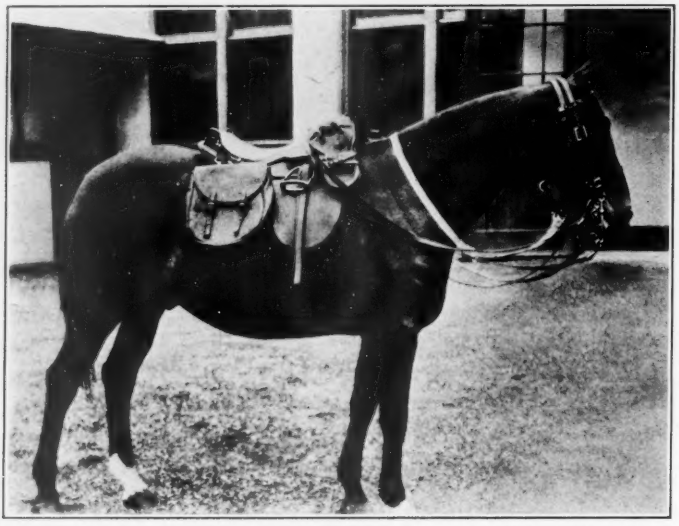
The unit with the best conditioned horses in the force was found to be feeding five times daily. After investigation this was made the standard practice throughout the corps and much improvement was noted. The practice of mixing grain and chop in paulins before filling nose bags was found to result in a very unequal distribution of grain and was abandoned in favor of putting each component directly into nose bags. The condition of some thin horses was traced to extreme nervousness while eating with other horses and these were picketed separately. Constant care was necessary to prevent animals eating sand, and muzzles were used extensively with good results.

Grazing, although poor or nonexistent in most of the area traversed, was resorted to at every opportunity. Lack of bulk feed caused horses to lose condition more rapidly than lack of grain, since the digestive organs did not function efficiently unless distended. This very important point was often neglected by organization commanders who did not believe the extra effort necessary to induce animals to eat bulk of poor quality worth while. When green forage was found near the rest areas, animals were allowed unlimited quantities, often as much as 60 pounds daily, and enormous quantities of sand were eliminated from the intestines.

Because of the arid nature of the country traversed, the question of water supply was a difficult one until the fall of 1918. This had to be carefully considered in planning operations. Those, which could not be completed within 48 hours without reaching water, were better left alone. During the Sinai advance, a pipe line was built across the desert and when beyond its radius of dis-

tribution, troops received water by various means of transportation, including camel trains. Water could sometimes be obtained by digging shallow wells in the sand, but this was often so brackish that its use resulted in the horses rapidly losing condition.

Prior to these operations, it had generally been believed that 60 hours was about the maximum period that a cavalry horse could continue without water and that several days of rest would then be necessary. This was proved to be erroneous, for on several occasions large bodies of cavalry operated continuously for 72 hours without water. One battery marched and fought for nine consecutive days during which only three opportunities were had to water. The intervals between these waterings were 68, 72, and 76 hours. During active



Courtesy The Remount

A "Waler"

An Excellent Type of Trooper's Mount

operations, units which were able to water once daily continued to maintain their animals in fair condition.

During the advance across Sinai, experiments were conducted to ascertain the number of waterings each day that gave best results. It was observed that horses, which were watered twice daily, not only maintained better condition, but by actual measurement drank more than those watered three times during the same period. This idea was so revolutionary that two waterings daily were adopted as a standard by the mounted troops only after a careful investigation of the conditions under which the tests were made and the results obtained therefrom.

When water could be obtained in very limited quantities, waste was pre-

vented by hand watering. Animals soon learned to drink from very shallow receptacles. Where water had to be obtained from shallow pools, it was found that, if a small ditch was dug so as to drain the pool into a shallow well from which the water could be dipped, the pool was not fouled and the maximum amount of water could be obtained.

Throughout these campaigns, climatic conditions and tactical considerations appear to have made night marches the rule rather than the exception. These were particularly troublesome because of the extremely difficult nature of terrain and the fact that the available maps, though accurate in the main, were lacking in detail. The advance guards of large bodies of troops usually dropped men equipped with flash lights every quarter of a mile. These flashed back intermittent signals and the men were picked up by the main body which in turn dropped others to guide the rear guard. In order to reach their first objectives at Beersheba, the Anzac and Australian Mounted Divisions made night marches of 25 to 35 miles, respectively. During the first Amman raid, the 2nd A. L. H. Brigade made a night march, averaging one mile per hour, in a heavy rain, over extremely difficult country. Under the existing conditions, this was a very remarkable achievement.

The normal scheme of march was to ride 40 minutes, lead 10 minutes, and rest 10 minutes during each hour. The nature of the country was such that the scheme was seldom followed and the variations were too numerous to cite. All gaits were used, but hock deep sand and rough terrain made walking and leading the most common. March formations varied from line of columns in open country (to avoid dust) to a whole brigade in single file where no other formation was possible.

The equipment carried was reduced to a minimum during active operations, overcoats and blankets not being ordinarily used. Three days' rations, mostly in tins, and a very few articles of clothing were packed in cantle pockets. From 19 to 21 pounds of grain were carried in two nose bags, while a third day's grain was carried in limbered wagons, three to each regiment. The saddle, rifle, ammunition, and sword brought the weight of the complete pack up to about 125 pounds. Add to this 150 to 175 pounds for the rider (the Colonials were generally big men) and we have the horse packing 275 to 300 pounds.

Records of innumerable severe marches are available, but limited space permits the presentation of only a few. In January, 1917, the Anzac Division and the 5th A. L. H. Brigade marched 65 miles in 24 hours. The advance guard did 87 miles and the horses were under saddle 20 to 27 hours, respectively. Both were without water for 34 hours. During the final great drive, the 4th Division marched 85 miles, fought two skirmishes, and captured 1,400 prisoners in the first 34 hours, losing only 26 horses. After a short rest to feed and water, one regiment continued in a night march over a difficult mountain trail and captured its objective next morning, having covered 97 miles since beginning its march. The 5th and Australian Divisions made 70 and 68 miles, respectively, during the first 36 hours, fighting as they went. The 5th Division marched 567

miles, fought six actions, and captured 11,000 prisoners in 38 days. Examples of rapid marches by large units are: 11 miles in 70 minutes by the 3rd A. L. H. Brigade from Lejjun to Jenin, and 13 miles in 80 minutes by the 3rd and 4th A. L. H. Brigades in the Es Salt raid.

The alternate periods of intense activity and comparative rest caused the use of practically every conceivable type of camp and bivouac. In the semi-permanent camps, some form of shelter was usually attempted for the horses. During offensives, however, this was impossible and it was found that, in such a dry climate, the horses stood the full rays of the sun without ill effects. During the rainy season, every effort was made to get dry standings and, when the horses' feet and legs could be kept out of the mud, they did not suffer. Rope picket lines and tie ropes were soon eaten by the hungry animals, but steel lines and light steel tie chains gave excellent results.

In the semi-permanent camps, manure was best disposed of by placing it in turn on each of four flat piles. It was thus exposed to the direct rays of the sun for three days and dried out sufficiently to prevent the breeding of flies. Exercise tracks, made of manure, were used to prevent dust and protect the feet from wear by sand.

In considering casualties we, as commanders of smaller units, are more interested in the loss to the organization by death or evacuation during some particular operation than in ultimate mortality. An enormous mass of statistics is available on this subject, but lack of space prohibits the careful analysis necessary for clearly understanding them. The following table gives some idea of the losses which we must expect, even with excellent horsemastership and skillful veterinary service:

Period	Approx. duty	Evacuated	Ultimate Loss
Jan.-June 1917	Inactive	38.9%	4.7%
July-Dec. 1917	Active	22.1	8.0
Jan.-June 1918	Inactive	21.7	6.2
July-Dec. 1918	Active	24.9	10.7
1917-1918	Alternate periods	107.6%	29.6%

The above includes neither the enormous number of animals that were treated in the field by veterinary units nor does it include those sent to convalescent depots to recuperate from delibity resulting from periods of activity. These convalescent depots were maintained in order to clear the hospitals and provide a place to rehabilitate horses which were run down and did not show improvement after a short period of rest with their organizations. About 85% of the animals admitted to hospitals were ultimately returned to some form of duty, a fact which speaks well for the efficiency of the veterinary service. Generally, the chief causes of loss to organizations were exhaustion, debility, and

digestive disorders. These are so interrelated that it is difficult to classify losses resulting from each. The rise in losses from digestive disorders during periods of activity led to a revival of the old saying, "Colic is a disease of work."

The lessons to be derived from a study of these campaigns may be stated as follows:

To achieve maximum results, the commander must know the powers and limitations of cavalry and *must conserve its mobility* by refraining from using it on scattered and indefinite objectives.

Modern conditions will force cavalry to march principally at night.

Large losses in horses must be expected, but can be minimized by good horsemastership.

To be mobile cavalry must be well mounted, and to produce good mounts requires many years' labor and much waste.

Failure of line officers to keep diaries and notes about horses in campaign deprives later generations of much valuable information.

The best condition of animals is obtained from feeding five times and watering twice daily.

Horses can be kept in fair condition for an indefinite period, if watered once daily.

Horses can continue for 72 hours or more without water.

Bulk feed is of utmost importance in maintaining condition.

Cavalry packs are, in general, too heavy and many articles not absolutely essential must be discarded.

Men experienced with horses are becoming very scarce and officers will have to be expert horsemasters to overcome this deficiency.

TOM'S LETTER

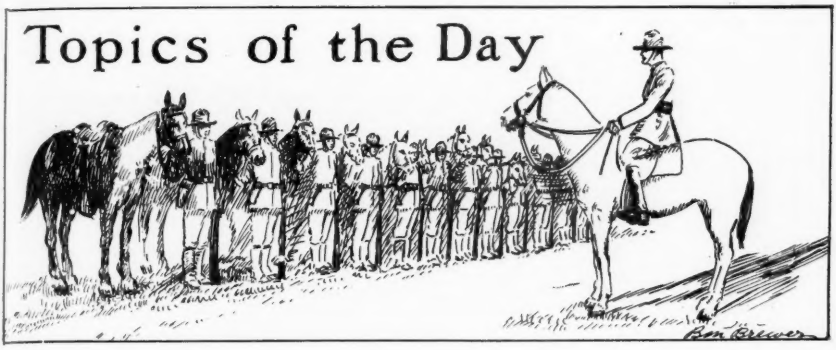
Dear Ed:

Since having taken the course at Riley I been in considerable demand as a instructor on riding on a horse. I been able to encourage people quite a bit by there just watching me ride, if you know what I mean Ed. Of course there are horses and horses as you know. The Perishon is a tremendous mare of a horse which used to pull the brewery wagons before they become passey—the latter I mean. Then there is the thorobread which is a horse whose papa and mama is known respectably. They keep one at Riley for all visiting dignitaries to get their picture took off of. Then the cold blooded horse is one which they have got to keep blanketed in winter otherwise he will get scarlet fever or kindred diseases. I sprung a surprise on the class the other day—I says Boys whats a thoroughpin? One wise cracker says why sir thats a thoroughpin your riding now. Of course It wasnt Ed because a thoroughpin is our name for one of them big diaper pins to tie a blanket with so you can see how the class laughed at that poor wise cracker. I will say that I got my class pretty well schooled on doing shoulder in and shoulder out, ditto on the haunches and walk and trot on 2 tracks. That probably wont meant much to you Ed since you probably think how can a horse throw his shoulder in and out etc. and why do they have tracks in a riding hall? They don't do neither of them things. First I say Shoulder In, March, HO and then the riders get theirselves all out of shape and seem to be doing something. The horses, and they are really as intelligent as Rin Tin Tin or Black Beauty, look around to see whats biting their riders and then everybody says, how fine. Horse back riding is grand exercise in addition to being a king of the sports and does serve a purpose. For example when Paul Reveres friend hung out the 1 if by land—2 if by sea lantern how could Paul have roused them New England farmers unless his horse had of trotted loud on the pavement. Could Allenby have reduced El Moogar and won Beer Sheba without them fine desert mounts? Would Hanna Bull have ever got across the Alps on foot? No sir Ed—"vigormous mobilataty" as they say at the Cavalry School which means "we got to hurry when we're strong."

While I havent been selected for the Olimpyc team Im pretty good at jumping. Harry got policed at a jump the other day and he says well what was wrong? Well I says most everything but principally when you fell off you wasnt with yr horse. Then I see when you was hanging around his neck you was whispering in his ear and you know and I know that no horse likes whispering in its ear. Next week I will teach them the eyetalian seat. As somebody said the other day I was one with the horse. I wasnt sure whether they added anything else after the "one" or not. But do come and see me exercise my equestrian tackt whatever that is.

As ever yr friend

TOM.



Plans for Polo

By the Army Central Polo Committee

WITH spring approaching plans are being made by the Army Central Polo Committee for an aggressive season. Not only will the army again enter the Open Championship, having benefited from last year's experiences therein, but it will also defend the Junior Championship, won last year for the fifth time in the past six years, and play an active season in preparation for the International Military Tournament, which may be held in the United States in 1929. The Chief of Staff of the Army, Major General Charles P. Summerall, has approved initial plans for the season, and is enthusiastic in his hopes for a successful year. To start the season, a team of seven officers and mounts will assemble at Mitchel Field, Long Island, by May 15.

By virtue of increased handicaps, three of the members of last year's army squad have become ineligible for play in the coming Junior Championship Tournament. This necessitates organizing an almost new Junior team. Accordingly, after careful consideration, the Army Central Polo Committee has selected a list of twelve players as possibilities. Letters have been sent to the commanding officers concerned to ascertain if these officers can be made available. The distance from which it is necessary to bring a player and horse is, of course, a factor when funds are limited. Questionnaires have been sent to each of the twelve officers and final selection of those who are to try out for the team will be made shortly. In the selection of these players, the committee has continued its policy of the past to bring East each year as many young players as practicable. In this way only will it be possible to improve the play of the army as a whole and establish a reserve of players for future years.

This year again the question of mounts is of paramount importance. The further the army goes in high-class polo, the more necessary becomes a permanent string of top-notch mounts. This was never more evident than in the Open Championship play last summer. During the past few years a nucleus

of ten or twelve horses for such a string has been maintained at Front Royal, Virginia. However, this year, in anticipation of a creditable showing in the Open Championship and in preparation for a probable invasion by the British Army team in 1929, more than a mere nucleus becomes imperative. With a view to mounting the team satisfactorily, the committee sought the aid of the Quartermaster General, who immediately cooperated by placing at the team's disposal a number of high-grade prospects at the Remount Depot, Fort Reno, Oklahoma. These remounts are being trained by Major E. G. Cullum, Q.M.C., and Captain C. A. Wilkinson, a member of last year's army team, and substitute forward for the American International Big Four. While it is realized the output of made mounts suitable for Open Championship play may not be considerable this year, it is thought that in future years this depot can be counted on providing approximately twenty top mounts for the team. To further round out the string, the Remount Service turned over to Captain Peter Rodes, last year's team captain, five young horses. These mounts are being trained at Fort Bragg, North Carolina, but how many of them prove to be of high caliber is yet problematical. In addition to the above sources, the committee has hopes of securing for the string outstanding horses from various garrisons and regiments where the game is played. As partial recompense for each horse thus obtained, organizations furnishing horses for the army team will be shipped four remounts in return. It, therefore, can be seen that the success of future army teams depends to no small extent upon organization commanders, the enthusiastic support of whom, so willingly given heretofore, is earnestly sought.

Only polo mounts owned by the respective governments or by officers are eligible to play in the British-American Military Tournament. And only the very best of these are fit for this tournament and National Championship polo. Such mounts require several years' continued training and care in the regiments and garrisons to arrive at the stage when they are suitable for army team polo. In the meantime, the regiment has had the benefit of the play of the mount in regimental and intra-circuit tournaments.

In the continued riding and training of mounts and in their care and conditioning lies the experience and training of mounted officers. This is one of the prime justifications for the maintenance of polo in the army. Polo demands great efforts from horses. They should, therefore, receive the most assiduous care and attention from the officers who train and use them. By this personal care and attention to the details of feeding, grooming, exercise, bitting and stabling, officers learn to be horsemasters as well as horsemen. That constitutes the real training benefit of polo to the army. The committee, therefore, feels that a most equitable arrangement has been made in the alloting to organizations of four top-class prospective polo mounts for each finished mount suitable for the army team furnished by a regiment or service school. This policy was inaugurated last season.

The army team has no reservoir of mounts to draw upon and only through the cooperation of polo-playing organizations in this manner can the

army team be mounted or adequate preparations for next year's Military International series be made. Accordingly, it is hoped that the request for assistance in the matter of supplying the best trained mounts for the army team will be met in the above spirit.

The committee expects to take a step forward this coming season in providing the army team with a manager, charged with administrative control of personnel, with supply, with the training of horses, with stable management and with necessary disbursing of funds. Heretofore these details have been left to the team captain and have taken much of his time. It is thought that the team captain should be freed from these executive duties by an officer devoting his entire time and attention to them. As a result, a better conditioned string should be made available for play and the army stables at Mitchel Field should benefit greatly. It is also believed that the team manager should be a player of sufficient skill to fill in when needed in practice games.

During the past year the United States Polo Association has spent $20,000 on the "Army Polo Center" at Mitchel Field. A new field has been built, as well as new saddle rooms, feed rooms, quarters, mess hall and kitchen. Since it is proposed to quarter visiting foreign teams at the Army Polo Center, this installation will always be a center of attraction in eastern polo circles and one of which the army can well be proud.

Indications point to an interesting season for regimental and garrison teams throughout the service. The army is well equipped to make a presentable showing wherever intra-circuit and twelve-goal polo is played, inasmuch as regimental polo in the army fits in with this general class of play more than in any other. In every geographic division into which the country is divided army teams can reasonably be expected to provide strong competition. The winter play of the Fort Bliss team in the tournament at Midwick and the fast polo of the San Antonio Winter Tournaments have given army teams further experience and have demonstrated the constantly increasing caliber of army polo. This year, as in the past, it is hoped that the army will be represented in the Inter-circuit, Twelve-goal and other championships on Long Island.

Major Adna R. Chaffee, General Staff, has been designated by the Secretary of War as chairman of the Army Central Polo Committee, to succeed Lieutenant Colonel Nelson E. Margetts, recently transferred to Chicago, Illinois. Major Rene E. DeR. Hoyle, General Staff, has been named as member of the committee to fill the vacancy created by the new assignment of Major Henry W. Baird, Cavalry.

Correction

NOTE. On page 26 of the January, 1928, CAVALRY JOURNAL, the sub-title to the photograph of the Goodrich Trophy states that the size of the trophy is 1½ by 2¼ *inches*. This should read "1½ by 2¼ *feet*."

POLO TOURNAMENT DATES, 1928

Club	*From*		*To*	
Midwick Country Club	January	27th	February	12th
San Antonio Polo Club, Eighth Corps Area	February	12th		
Flamingo Polo Club	February	1st	February	29th
Sanata Barbara Polo Club	February	17th	March	4th
Camden Polo Club	March	3rd	March	24th
Aiken Polo Club	March	5th	March	17th
Del Monte Polo Club	March	9th	March	25th
San Mateo Polo Club	March	30th	April	15th
Sandhill Polo Club (Invitation)	April	7th	April	21st
Bryn Mawr Polo Club	May	12th	May	29th
Boise Polo Club	May	12th	May	29th
Philadelphia Country Club	May	26th	June	9th
Meadow Brook Club	June	9th	June	30th
Rockaway Hunting Club	June	23rd	July	14th
Broadmoor Polo Association	June	30th	July	14th
Point Judith Polo Club	July	14th	August	11th
Suneagles Polo Club	July	21st	July	28th
Rumson Country Club	August	4th	August	18th
Broadmoor Polo Association	August	11th	August	25th
Myopia Hunt Club, Dedham Country & Polo Club	August	11th	August	29th
Miami Valley Hunt & Polo Club	August	25th	September	1st
Onwentsia Club	September	1st	September	15th
Oakbrook Polo Club	September	23rd	September	30th
Open Championship, Junior Championship, Inter-Circuit Championship, Twelve Goal Championship	To be decided later			

A good horse should have three propyrtees of a man, three of a woman, three of a foxe, three of a haare and three of an asse.

Of a man—Bolde, prowde and hardye.
Of a woman—Fayre breasted, fair of hair and easy to move.
Of a foxe—A fair taylle, short ears, with a good trotte.
Of a haare—A grate eye, a dry head and well ronnynge.
Of an asse—A bygge chynn, a flat legge and a good hoof.

Wynkyn de Worde (1496).

The Dublin Horse Show

THE Dublin Horse Show is a great horse fair. Practically every horse in the show is for sale, and breeders and dealers from all over Ireland exhibit them there for that purpose.

There are four big rings and the various classes of hunters, polo ponies and young stock are shown there almost continuously during the first three days. Then in addition, they have a very big enclosure with the jumping course that is not in use except for competitions.

In Ireland, as far as shows are concerned, the line is very definitely drawn between hunters and jumpers. Horses are not required to jump in hunter

Photo by Frank O'Brien, Fermoy

"Knockenan"

Bay Gelding—4 Years—by Sir Roland—Sipango by Islington. Winner of the Samuel Usher Roberts Perpetual Challenge Cup

classes. In most shows it is necessary for an entry to have a certificate from a Master of Hounds that it is a qualified hunter and its ability to jump is taken for granted.

In the jumping classes performance is the sole criterion, and it makes no difference what a horse looks like so long as it can get around the course without faults. As an example, the most brilliant jumping horse that I saw at Dublin last year was a scrawny little animal, about fifteen hands high, that no one would look at a second time, but it was the best jumper, especially over banks, that I have ever seen. An interesting thing about the Dublin jumping course is that it is an outdoor affair, with obstacles such as are met in the hunting field, and the course must be negotiated at a hunting pace.

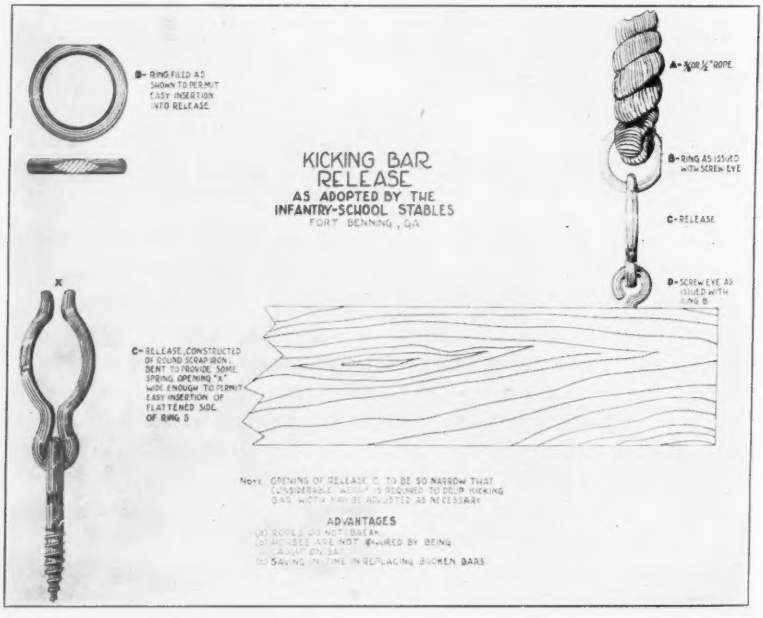
In judging hunters, they pay great attention to basic conformation and gaits. A horse must have a free walk, trot, canter and gallop, and the last two gaits

must be as nearly effortless as possible, with a minimum of flexion of the knees and hocks. Another all important feature is absolutely true action in a vertical plane of both front and hind feet. There must be no intimation of paddling or other fault of action which would cause a horse to knock its legs when it becomes tired. Other things being equal, the way a horse moves at all gaits is the deciding factor in hunter classes.

The Dublin Horse Show holds its own as being pre-eminently the greatest show of its kind in the world today, both from the number of horses actually exhibited and the fact that eighty per cent of the entries are shown at Dublin for the first and last time. This latter feature in itself demonstrates the outstanding character of the show, when compared with other international displays and, while Dublin is old in age, it is annually new by the display of animals sent forward for show and possible sale.

The following comparative figures are interesting:

	1924	1925	1926	1927
Thoroughbred Stallions, Yearlings, and Brood Mares	150	158	123	127
Made Hunters, 5 years old and upwards	460	435	444	393
Young Horses suitable for Hunters	101	126	176	201
Riding Cobs and Ponies	88	82	102	146
Harness Horses	93	115	85	88
	892	916	930	955


KICKING BAR RELEASE
AS ADOPTED BY THE INFANTRY-SCHOOL STABLES
FORT BENNING, GA
B- RING FILED AS SHOWN TO PERMIT EASY INSERTION INTO RELEASE
A- 3/8 OR 1/2" ROPE
B- RING AS ISSUED WITH SCREW EYE
C- RELEASE
D- SCREW EYE AS ISSUED WITH RING B
X
C- RELEASE, CONSTRUCTED OF ROUND SCRAP IRON; BENT TO PROVIDE SOME SPRING, OPENING "X" WIDE ENOUGH TO PERMIT EASY INSERTION OF FLATTENED SIDE OF RING B
NOTE: OPENING OF RELEASE C TO BE SO NARROW THAT CONSIDERABLE WEIGHT IS REQUIRED TO DROP KICKING BAR. WIDTH MAY BE ADJUSTED AS NECESSARY
ADVANTAGES
(a) ROPES DO NOT BREAK.
(b) HORSES ARE NOT INJURED BY BEING CAUGHT ON BAR.
(c) SAVING IN TIME IN REPLACING BROKEN BARS

Cross Country Racing In Virginia

PROBABLY of more interest to the army than the growth of flat racing is the increasing popularity of the point-to-point races, now held wherever hunting people gather. The result as seen here in Virginia is a great demand for the clean bred hunter or chaser that can go a distance.

In Richmond, for the first time in years, there will be several cross country races put on this spring, in May. The 307th Cavalry is greatly interested, and hopes to have several entries. Any other organization that may find it convenient to ship to Richmond will be notified later of the conditions for the races.

Army to Train Entrants for Olympic Games

THE Secretary of War has designated Major General Herbert B. Crosby the Chief of Cavalry, as the representative of the War Department to serve on the Executive Committee of the American Olympic Association. In connection with the Olympic games to be held in Amsterdam, Holland, in 1928, the War Department has agreed to conform to the request of the Olympic Association to prepare teams for the Modern Pentathlon and Equestrian Events, both of which are military in nature.

The Pentathlon consists of five events, cross-country riding, cross-country running, swimming, pistol shooting and fencing. The Equestrian Events consist of a training test of ten minutes' duration, an endurance test of thirty-six kilometers, and jumping, the latter to be held at the Olympic Stadium. The commanding general of the Second Corps Area will have charge of training for the Pentathlon, which already has been started for a few contestants of known ability. It is expected that additional Army candidates will materialize as a result of local tests, and it is hoped that some may be found in the Navy, Marine Corps and at the colleges.

The riding team will receive its final training at Fort Riley, Kansas. Preliminary training of officers and mounts is now under way at the Field Artillery School, Fort Sill, Oklahoma, and at the Cavalry School, Fort Riley, Kansas, where there are now assembled some officers and mounts of Olympic possibilities. It is the present intention to send to Fort Riley early this spring, after try-out, a few more of the best riders and mounts for final training and selection of the team.

Army Horses Now Permitted to be Returned to the U. S.

NEW regulations which have just been issued by the War Department, upon the recommendation of Major General Fred W. Sladen, Commanding the Philippine Department, will permit horses of the Army, including officers' private mounts, to be returned to the United States upon the certificate of an officer of the Veterinary Corps of the Army that the animals have not been exposed to such diseases as glanders and surra during the

preceding sixty days. In addition, they must show negative reaction to the mallein test for glanders and blood examinations for surra. Upon arrival in the United States, the horses will be subjected to a twenty-one day quarantine and the tests for glanders will be repeated.

From the time of our occupation of the Philippine Islands to the present time, the shipment of horses from the Islands to the United States has been forbidden by the regulations of the Department of Agriculture as a precaution against the introduction of diseases which exist in the Philippine Islands such as glanders, surra, farcy, and epizootic lymphangitis.

This regulation worked a hardship, particularly on officers who owned horses and who were ordered to the Philippines for duty. They either were forced to leave their horses in the United States and thus be deprived of their use during the period of their tour of duty or, if they elected to take their horses with them, they were forced to dispose of them, upon completion of their tour of foreign service, regardless of sentiment and financial loss.

Riding Hall Floor of Sand and Shavings

1. Remove all the old footing and level clay floor of hall.
2. Haul in shavings and dump evenly in piles across one end of hall from one long side to the other.
3. Spread these piles of shavings evenly across hall at least 10 inches deep, so as to cover a section of hall.
4. After spreading shavings sprinkle well with hose or water cart.
5. Continue with next section of hall in same manner as the first.
6. After having spread shavings evenly over the entire hall, be sure that they are well sprinkled but not too wet. If they are not well sprinkled a loose footing will result; if they are too wet, a boggy footing will result.
7. Having spread and sprinkled shavings put on one and one-half to two inches of coarse sand. The sand is spread evenly with shovel in the same manner as the shavings, or else spread directly from the carts or wagons hauling it.

Note: All spreading of sand and shavings must be done in sections from one long side to the other in order to insure uniformity in depth of footing. A floor with a ten-inch depth of loose shavings is fairly good, but a depth of 12 inches of loose shavings is better, as the wetting and the sand on top of shavings will pack them down to a depth of 8 or 9 inches.

The Long Island Polo Center

By Captain C. H. Gerhardt, *Cavalry*

LAST summer the Army polo center at Mitchel Field, Long Island, was put in really first class shape, due to the efforts of Mr. L. A. Stoddard, President of the Polo Association. This plant was taken over by the Polo Association for repair and upkeep. Naturally, the buildings and the land still belong to the Government. A total of about $20,000 was spent on the repair of the stables;

and new buildings and a first class field are now under construction on the location of the old field. This new construction consists of a complete renovation of the "hangar" stables, quarters for the grooms, mess, veterinary hospital, hay sheds and the road, as well as the enlargement and extension of the polo field.

Meadowbrook, as everybody knows, is the polo center of the world. The most important fields in this vicinity are as follows: International Field at the Meadowbrook Club, the Cochran Field, and three other splendid playing fields. These are open only to members of the Meadowbrook Club, their guests and members of the Army Polo Team. Due to the kindness of the club members, the Army has always been allowed to play at this club without any expense. About two miles away from the Meadowbrook Club on the far side of Westbury you find the Heckscher Field and Phipps' plant of two fields. Farther on in Roselyn, Harold Talbot has a plant of stables and two fields; following this same direction to Port Washington you come to the Sand Point Club, which took over the splendid playing fields belonging to the late Julius Fleischman. Mr. Russell Grace has two splendid fields just across the road from his lovely residence in Old Westbury. Mr. Fred Post, the well-known polo pony dealer has a large plant in East Williston. He has several schooling grounds and one small ground where he plays his young ponies. He handles a tremendous number of ponies each year through his buyers in Canada, Texas and Oklahoma. These buyers pick up likely prospects, school them a while, and send on the good ones to Mr. Post for further schooling and sale. Mr. Post's reputation is of the highest, and anyone getting a pony from him can always be sure of satisfaction.

Selection of Students for the Command and General Staff School

THE recent decision of the War Department to commence a two-year course of instruction at the Command and General Staff School at Fort Leavenworth, Kansas, in September, 1928, for 120 students, and at the same time to continue the present course of one year for the school year 1928-1929 for 80 students, has made necessary a change in the existing policies governing the selection of students for that school.

The policy now in effect prescribes availability for attendance at the schools by all officers of combatant branches, less than fifty years of age, with satisfactory records of service and who possess certain fundamental information regarding the tactics and technique of the special arms and the solution of tactical problems. The student officers in general are selected from field officers and the senior one thousand captains, although chiefs of branches are authorized to recommend ten per cent of their quotas from among the other captains.

These policies will be modified so that officers detailed to attend the final one-year course of instruction shall be selected, as far as practicable, from field officers, who, by reason of age, might not have an opportunity to attend the two-year course.

For the one-year course, seventy-five students will be alloted to the

combatant branches and five students to the non-combatant branches. The students alloted to the combatant branches will be apportioned as follows: Infantry, 30; Cavalry, 11; Field Artillery, 12; Coast Artillery, 10; Engineers, 5; Air Corps, 5; Signal Corps, 2; the Adjutant General's Department, Quartermaster Corps, Medical Corps, Ordnance Department and Chemical Warfare Service will furnish one student each for this course.

Of the 120 students for the two-year course, 100 will be alloted to the combatant branches, 10 to the non-combatant branches and 10 will be selected by the Secretary of War. Of those selected from the combatant branches, 41 will be from the Infantry, 13 from the Cavalry, 16 from the Field Artillery, 15 from the Coast Artillery, 7 from the Engineer Corps, 6 from the Air Corps and 2 from the Signal Corps. One student will be alloted to each of the non-combatant branches except the Medical and Quartermaster Corps, which will be given 2 and 3 students, respectively.

Drills At Fort Myer

THE Third Cavalry (less 1st Squadron) has been engaged on special work during the past three months in rehearsal for and the presentation of the winter exhibition rides. These rides are given every Friday afternoon during January, February and March.

Each troop has developed one or two specialties for exhibition purposes. A Friday exhibition usually consists of a squadron ride, all members carrying a lance with pennant, an officers' school ride, a rough ride, monkey drill, tandem ride, officers' or non-commissioned officers' jumping, and an artillery drill.

During the past months the following have specially witnessed these rides and been accorded honors: Secretary of War Dwight F. Davis, Major General Charles P. Summerall, Chief of Staff, Major General William D. Connor, Commandant Army War College, Major General Herbert Crosby, Chief of Cavalry, Major General Lutz Wahl, The Adjutant General, Major General W. C. Rivers, The Inspector General, and Brigadier General H. O. Williams, Commanding 16th Infantry Brigade.

For regular duty the garrison has carried on the usual winter school, equitation work and duties in connection with escorts in Washington and honors rendered at Arlington National Cemetery.

On February 22, 1928, the command participated in a large parade at the Washington Birthday Celebration held at Alexandria, Virginia. The parade was reviewed by President Coolidge, Governor Byrd of Virginia and a number of prominent citizens.

Pistol and Saber Practice Combined

IN order to stimulate actual war conditions by teaching the cavalry trooper to draw a saber and continue the fight after he empties his pistol, changes in the present mounted pistol and saber courses have been made for all regular

army cavalry units, effective January 1, 1928, combining the separate qualification courses previously employed into one course. While this new feature should prove a great time saver over the old method of conducting pistol and saber practice separately, it is also conducive to good horsemanship, and serves the purpose of making the requirements for qualification in the mounted pistol course more closely on a par with the requirements for qualification in the dismounted pistol course. The change involves no increase in ammunition and no additional expense to the Government.

In the proposed course the trooper first gallops along a pistol track, firing seven shots at standing silhouette targets on the right. Continuing to gallop, he reloads the pistol with seven shots and fires at seven other targets arranged in various positions on his left. The pistol, empty, is returned to the holster, the saber is drawn, and the trooper gallops to the saber course. Here he attacks each of the ten individual dummies, which are variously arranged to the right and left along the 300-yard loop track. Some dummies are placed at the height of a mounted man, others at the height of a man standing, and some are on the ground. Three of the saber targets are suspended over ditches or hurdles, which must be jumped while the dummy is being attacked by the trooper. Minimum time limit is allowed for the combined course, which requires that the trooper maintain the gallop throughout.

The combined pistol and saber qualification course has as its object the establishment of a standard by which officers and men in the cavalry may be uniformly judged as to their proficiency, mounted, with these arms.

The new requirements for qualification with the pistol are given in the following table:

Grade	Percentages
Pistol expert, mounted	at least 82 per cent (23 hits out of a possible 28)
Pistol sharpshooter, mounted	at least 71 per cent (20 hits out of a possible 28)
Pistol marksman, mounted	at least 57 per cent (16 hits out of a possible 28)
Unqualified, mounted	less than 57 per cent

The new requirements for qualification with the saber are as follows:

Grade	Percentages
Expert swordsman	at least 90 per cent
Excellent swordsman	at least 85 per cent
Swordsman	at least 75 per cent
Unqualified	less than 75 per cent

The Retiring Secretary-Treasurer-Editor

MAJOR KARL S. BRADFORD, Cavalry, who has been Secretary and Treasurer of the Cavalry Association and Editor of the CAVALRY JOURNAL since August, 1927, and connected with the work of the Association for about a year prior to being elected editor, has been relieved from duty in Washing-

Major Karl S. Bradford

ton and is now on his way to Camp Stotsenburg, Philippine Islands, to join the 26th Cavalry, having sailing from New York on March 7.

His natural editorial ability manifested itself in the splendid issues produced by him. His business management of the affairs of the Association were of the same high standard as his editorial work. Should the present

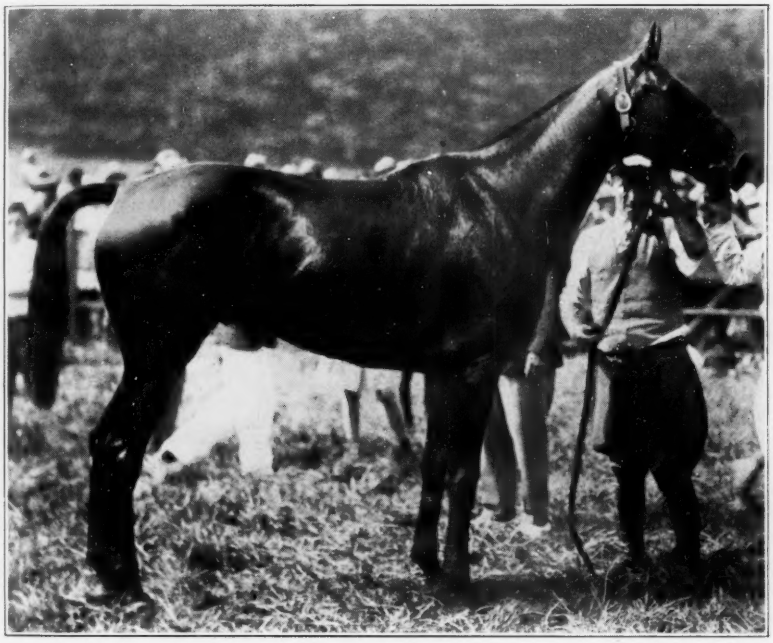
issue please its readers, the credit is due to Major Bradford's efforts prior to his departure.

At the last annual meeting of the Association a vote of thanks was extended to him for the efficient manner in which he had conducted the affairs of the Association.

The Maryland Hunt Cup

IF there is one race in the United States, which may be justly called the American Grand National, it is the Maryland Hunt Cup Point-to-point, which has been run yearly in the Worthington Valley near Baltimore for the past thirty-four years.

The race is open only to members of recognized hunts and is, therefore,



Courtesy The Remount

"Billy Barton"

confined to gentlemen riders. The chance to win is the greatest inducement offered, as the winner receives only a simple silver trophy and a leg on the Gold Challenge Cup, which must be won three times to procure permanent possession. Mrs. Raymond Belmont is the only owner to have gained two legs on the cup to date.

The weights carried are 165 pounds, with a 5-pound allowance for five-year-olds and a 15-pound allowance for four-year-olds.

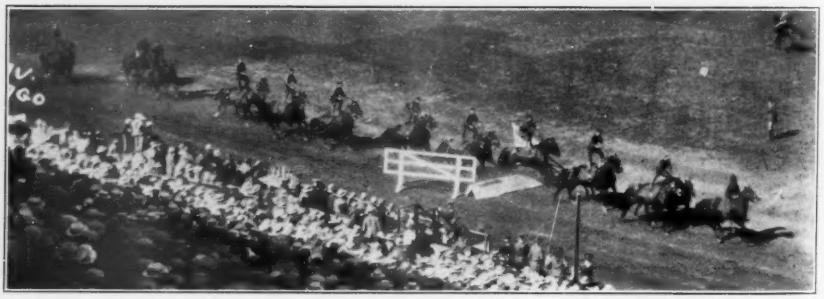
The course is a measured four miles over turf, with twenty-two stiff post and rail fences, varying from three feet ten inches to four feet ten inches in height, only two of the obstacles being under four feet. Each post is solidly embedded in the ground and the rails are very stiff, being broken only when several horses hit simultaneously and often not then. No jump is taken more than once and there are no wings.

The record for the race is held by *Billy Barton,* which in 1926 made the time of 9 minutes, 9 3/5 seconds, including one fall during the race. That year, only three horses out of thirty-two starters finished without a fall, and all, needless to say, were the best cross-country horses in America.

The winner last year was *Bon Master,* owned by Mr. C. L. A. Heiser and ridden by Mr. Frank A. Bonsal. The race was run in a drizzling overnight rain, which made the going very soft and increased the difficulty of the obstacles by at least six inches. The date of the race, having been once set, is never postponed on account of weather.

The spectators, among whom are always included the most prominent horsemen in America, are accommodated on the hillsides on the north and south of the natural basin in which the course is laid. The finish and every jump are clearly visible from these natural grandstands.

Any horse-lover who can arrange to see this race, should not fail to do so, as it is one of the very greatest sporting events in America.



Army Uses Forty Thousand Animals in Its Ranks

THOUGH experiments in mechanization are being conducted by the army, the horse remains a very important factor in military organization. Figures furnished by the remount service of the quartermaster corps indicate that there were approximately 40,000 animals in use during the past fiscal year at the various posts, camps and stations of the regular army throughout the United States and its insular possessions. This means that there was one animal to every three and three-tenths men. In the Civil War the proportion existed of one animal to every three and three-fourths men.

The horse ranks of the regular army at the close of the past fiscal year was made up as follows:

Class	Number	Approximate cost value
Riding horses	17,204	$2,830,918
Draft horses	6,058	1,149,384
Pack horses	509	83,756
Draft mules	11,200	2,317,168
Pack and riding mules	2,805	509,669
Stallions	522	412,380
Brood mares	222	47,552
Colts	381	38,100
Total	38,901	$7,388,927

The total number of horses now in use by the army, 38,901, is of interest when compared to the total number in the horse ranks of the army during the World War—387,421. During the World War, 387,421 horses and 184,166 mules were in use in the army. Of this number there were 123,254 animal casualties.

During the past fiscal year the following purchases of horses were made by the remount service for the army:

For the Regular Army:				
Riding horses	3,217	@ $163.28	—	$525,278.75
Draft horses	1,259	@ 163.48	—	205,819.00
Small horses for Philippines	199	@ 88.62	—	17,635.00
For the R. O. T. C.:				
Riding horses	114	@ 165.70	—	18,890.00
Draft horses	37	@ 159.05	—	5,885.00
For the National Guard:				
Riding horses	188	@ 164.79	—	30,980.00
Draft horses	211	@ 164.82	—	34,778.00

The total issues to troops and stations during the year were:

Riding horses	3,005
Draft horses	1,175
Draft mules	202
Pack mules	70
Total	4,452

MINUTES OF THE ANNUAL MEETING OF THE UNITED STATES CAVALRY ASSOCIATION

Washington, D. C., January 31, 1928.

THE meeting was held at the Army and Navy Club, Washington, D. C., this date, and was called to order at 8:15 P. M., by the President. Forty members were present in person and forty-three represented by proxies, a quorum.

Upon motion it was voted to dispense with the reading of the minutes of the last meeting and to approve them as published in the CAVALRY JOURNAL for April, 1927.

The annual report of the Secretary-Treasurer-Editor was read as follows:

Washington, D. C., January 31, 1928.

To The United States Cavalry Association.

GENTLEMEN:

By vote of the Executive Council, the undersigned relieved Lieutenant Colonel W. V. Morris, Cavalry, as Secretary-Treasurer-Editor of the United States Cavalry Association on August 15, 1927.

There is submitted herewith, as required by the Constitution, the financial statement for the year ending December 31, 1927, and a report of the activities of the U. S. Cavalry Association for the same period.

FINANCIAL STATEMENT OF THE UNITED STATES CAVALRY ASSOCIATION FOR THE YEAR ENDING DECEMBER 31, 1927

Receipts

Advertising	$ 1,603.86
Book Department	3,243.44
Cavalry Journal	3,110.57
Cavalry Luncheon	3.00
Dues	1,532.00
Interest	710.00
Magazine Department	5,253.00
Profit and Loss	10.90
Postage, Stationery and Incidentals	325.00
Rent	360.00
Saddle Department	1,059.07
Telephone	34.04
Cash on Hand, January 1, 1927	1,865.56
Total	$19,110.44

Expenditures

Advertising	$ 95.63
Book Department	2,412.56
Cavalry Journal	6,311.62
Dues	12.00
Magazine Department	4,190.20
Petty Cash	55.07
Postage, Stationery and Incidentals	944.39
Rent	1,080.00
Saddle Department	766.93
Salaries	2,369.35
Telephone	109.90
Trophies	393.25
Cash on Hand, December 31, 1927	369.54
Total	$19,110.44

Assets

Cash in Bank	$ 369.54
Six Liberty Bonds, Market Value	6,163.12
Accrued Interest	60.20
Three Real Estate Notes	3,000.00
Accrued Interest	83.33
One Mortgage Certificate	1,000.00
Accrued Interest	27.50
Five Southern Railway Bonds, Market Value	4,612.50
Accrued Interest	50.00
Two American Waterworks Bonds, Market Value	1,015.00
Accrued Interest	12.50
Stock on Hand, Books at Estimated Value	1,117.17
Office Equipment and Supplies, Inventory	544.00
Credit at Post Office, Baltimore	35.00
Credit at Post Office, Washington	8.21
Credit with Register of Copyrights	2.00
Salary Advanced to Miss Finke	25.00
Accounts Receivable	2,595.40
Cash in Personal Possession	8.98
Total	$20,729.45

Liabilities

Bills Payable	$ 49.40
Due Customers on Unfilled Orders	295.40
Net Assets	20,384.65
Total	$20,729.45

Washington, D. C., January 19, 1928

We, the undersigned, appointed by the President of the United States Cavalry Association, to audit the accounts of the treasurer of said association, for the year ending December 31, 1927, do hereby certify that we have examined the books of account, vouchers, and the foregoing statement, covering said fiscal year, and that the same are correct and true, to the best of our knowledge and belief.

G. B. Comly, *Lt. Col., Cavalry.*
J. M. Wainwright, *Major, G. S.*
Willis D. Crittenberger, *Major, Cavalry.*

It will be seen from the above report that the Association is in a healthy financial condition. Practically all bills were paid at the end of the year, exceptions being commissions on advertisements due agents, with whom agreement is in effect to pay the agent when the advertiser pays the Association.

The net assets for the year remain practically unchanged from 1926. It is recommended that part or all of our Liberty Bonds be converted into other safe securities, giving a greater yield to the Association.

In 1927 the Association presented trophies to the value of $393.25, of which $268.25 was for trophies for markmanship competitions, and $125.00 for trophies for mounted sports. In view of the more general participation in the latter, it is recommended that the percentages be reversed in future years.

Considering the business activities of the Association, the year 1927 shows the following profits: Advertising, $1,621.17; Book Department, $682.60; Interest, $506.46; Magazine Department, $591.86; and Saddle Department, $82.46; from which have been met the following overhead expenses: Postage, stationery and incidentals, $551.52; Rent, $720.00; Salaries,

$2,390.00; and Telephone, $76.06. The profits in advertising and in books were respectively about $200.00 and $150.00 greater than in 1926. The former was made possible by having an additional officer in the office part of the time, and by the use of agents as solicitors for advertising. The latter was made possible by the publication of a number of good military books during the year, and by soliciting Government book orders. The profits in the magazine department and the saddle department were approximately $180.00 and $390.00 less than in 1926. The former was due to a reduction on the part of large clearing agencies in agents' commissions, and the latter to an almost entire absence of business due to the rise in the value of the franc from about three cents to four cents, without a corresponding drop in French prices, which makes the cost of French saddles almost prohibitive to officers. These business activities are absolutely necessary to the existence of the CAVALRY JOURNAL in its present form, as the dues and subscriptions received cover only the actual cost of printing the JOURNAL. Overhead must be taken care of from other sources.

The membership and circulation of the CAVALRY JOURNAL is as follows:

Life and Honorary Members	6
Regular Cavalry Officers	866
National Guard Cavalry Officers	306
Reserve Cavalry Officers	433
Other Active Members (Including General and Retired Officers)	85
Associate Members	105
Subscribers	377
Exchanges, Advertisers and Publicity (free)	91
Total	2,269

This is a net loss of about seventy-five members and subscribers as compared with 1926, distributed as follows: Regular Officers, fifteen; Reserve Cavalry Officers, thirty-eight; others, fifty-nine. National Guard officers show a gain of thirty-nine, although some officers formerly carried as Reserves, may now be carried as National Guard, due to their dual commissions. In percentages, eighty-five per cent of the Regular Cavalry Officers, thirty-seven per cent of the National Guard Cavalry Officers, and eleven per cent of the Reserve Cavalry Officers are members, representing losses of two per cent, three per cent, and three per cent, respectively, from 1926. The membership has not quite kept pace with the increase in the civilian components of the cavalry.

During the year a voluntary continuous membership was offered to Regular Cavalry officers only. More than half have taken advantage of this to date. This form of membership, while increasing our bills receivable and decreasing our cash on hand, will eventually result in an increased membership from the Regular officers, many of whom, especially those on detached service, neglect to renew their membership each year until some time after it has expired.

The standard of articles, illustrations, paper and printing in the CAVALRY JOURNAL was maintained during the year. It is, however, increasingly difficult to maintain the standard of articles with our present scale of authors' fees which barely cover the clerical expense of the authors.

The Association, as custodian of the Goodrich Trophy Fund, has disbursed the sum presented for this trophy, and $54.63 for transportation and other charges connected therewith. It still has in bank, as custodian, $2,000.00 plus interest, to be used in 1928 and 1929 for the trophy for the leadership test for small units, which was held last year in the First Cavalry Division.

K. S. BRADFORD, *Major Cavalry, Secretary*

Upon motion, the report of the Secretary-Treasurer-Editor was accepted.

The following were unanimously elected to the offices indicated, there being no other nominations:

President: Major General H. B. Crosby
Vice-President: Colonel Guy V. Henry

Executive Council

Colonel George Williams, Cavalry
Colonel E. H. Humphrey, Cavalry
Colonel W. I. Forbes, 305th Cavalry
Lt. Colonel A. F. Commisky, Cavalry
Lt. Colonel G. B. Comly, Cavalry
Lt. Colonel V. W. Cooper, Cavalry
Lt. Colonel J. W. Converse, 103d Cavalry
Major H. S. Barrett, 62d Cavalry Division
Captain Royden Williamson, Cavalry

The President, Major General H. B. Crosby, then briefly addressed the meeting, explaining the details and reasons for the new cavalry regimental organization, effective February 1, 1928, and the probable reorganization of cavalry divisional units, now under consideration, and the formation of the cavalry corps in time of war.

Upon motion of the president, a vote of thanks was extended to the retiring Secretary-Treasurer-Editor and to his predecessor, Lieut. Colonel W. V. Morris, for their efforts in behalf of the Association. The motion was seconded and unanimously adopted.

Lieut. Colonel W. V. Morris made a short plea for material for articles for the CAVALRY JOURNAL, explaining that good material was very difficult to get, and that it was just as important for cavalry officers to support the JOURNAL in this regard as in the matter of subscriptions.

There being no further business, the meeting then adjourned at 8:50 P. M. to partake of refreshments.

Method of Effecting New Cavalry Organization

Absorption of Machine Gun Units

BEFORE the new organization there were two machine gun squadrons and one separate machine gun troop on an active status in the cavalry of the regular army as follows:

First Machine Gun Squadron, Fort Clark, Texas.

Second Machine Gun Squadron, Fort Bliss, Texas.

Second Machine Gun Troop (Philippine Scouts), Camp Stotsenburg, Philippine Islands.

Heretofore the machine gun squadron was an organic part of the cavalry brigade and consisted of three troops of four guns each. Considering the two machine gun squadrons, the separate machine gun troop above named, and the machine gun troop of the Thirtenth Cavalry, there was a total of eight machine gun troops of four guns each in the regular army cavalry. The new organization provides for fourteen machine gun troops of eight guns each, thus equipping the regular army cavalry with three times as many machine guns as was formerly authorized. The method of absorption of machine gun squadrons and the separate troop by the various regiments is as follows:

First Machine Gun Squadron, Fort Clark, Texas.

One troop transferred to the Fifth Cavalry, Fort Clark, Texas.

One troop transferred to the First Cavalry, Camp Marfa, Texas.

One troop transferred to the Twelfth Cavalry, Fort Brown, Texas.

Headquarters absorbed by units of the First Cavalry Division at Fort Clark and Camp Marfa, Texas. The troops transferred to the First and Twelfth Cavalry proceeded by marching overland to join their regiments.

Second Machine Gun Squadron, Fort Bliss, Texas.

One troop transferred to the Seventh Cavalry, Fort Bliss, Texas.

One troop transferred to the Eighth Cavalry, Fort Bliss, Texas.

One troop (less organizational equipment) absorbed by the Seventh and Eighth Cavalry regiments. Organizational equipment shipped to the Tenth Cavalry, Fort Huachuca, Arizona.

Headquarters absorbed by units of the First Cavalry Division at Fort Bliss, Texas.

Second Machine Gun Troop (Philippine Scouts), Camp Stotsenburg, P. I.

Second Machine Gun Troop transferred to the Twenty-sixth Cavalry (Philippine Scouts), Camp Stotsenburg, P. I.

Conversion of Rifle Troops

In order to provide machine gun troops for other regiments and to reduce the number of rifle troops of each squadron from three to two, commanding officers of the following regiments converted either Troop C or G into the machine gun troop of their respective regiments. The troop not thus converted (Troop G or C) was absorbed by other troops of the regiment and eliminated:

Second Cavalry, Fort Riley, Kansas.
Fourth Cavalry, Fort Meade, South Dakota.
Sixth Cavalry, Fort Oglethorpe, Georgia.
Tenth Cavalry, Fort Huachuca, Arizona.
Eleventh Cavalry, Presidio of Monterey, California.

The following regiments, each of which has its first squadron detached at another post, converted Troop G into the regimental machine gun troop and absorbed Troop C at the station of Troop C:

Third Cavalry, Fort Myer, Virginia, and Fort Ethan Allen, Vermont.

Fourteenth Cavalry, Fort Des Moines, Iowa, and Fort Sheridan, Illinois.

Troops C and G of the following regiments were absorbed in their respective regiments:

First Cavalry, Camp Marfa, Texas.
Fifth Cavalry, Fort Clark, Texas.
Seventh Cavalry, Fort Bliss, Texas.
Eighth Cavalry, Fort Bliss, Texas.
Twelfth Cavalry, Fort Brown, Texas, and Fort Ringgold, Texas.
Thirteenth Cavalry, Fort Riley, Kansas.
Twenty-sixth Cavalry (Philippine Scouts), Camp Stotsenburg, P. I.

The reorganization was effected with due regard to necessity for economy and the desirability of utilizing all materiel, equipment, personnel, and animals to best advantage, with special consideration given to the prompt and effective reorganization of border cavalry regiments. No grade or rating now held by an enlisted man will be lost by him as a result of this reorganization. The permanent designation of units within each regiment (except the Ninth Cavalry, which is a service regiment at The Cavalry School, Fort Riley, Kansas), is as follows:

Headquarters and Band.
Headquarters Troop.
Machine Gun Troop.
Headquarters First Squadron:
    Troop A
    Troop B
Headquarters Second Squadron:
    Troop E
    Troop F

While the above reorganization, effective February 1, 1928, applies to regular army cavalry regiments only, it will, nevertheless, serve as a basis of determining the advisability later on of a similar reorganization for cavalry regiments of the National Guard and Organized Reserves.

4th Cavalry Winter Camp at Rapid City, S. D.

A WINTER camp being rather unusual in these piping times of peace, the camp established by Troop C, 4th Cavalry, at Rapid City, S. D., from December 10 to 16 was a rather unique event.

The purpose of the camp was the salvaging of the government owned airplane hangar at Rapid City, which had been used by the Air Service during the President's vacation in the Black Hills, and the lumber from which was needed for construction work at Fort Meade.

The troop made the trip to Rapid City by motor truck on December 10, 1927. The weather was extremely cold and the ground was covered with snow. Upon arrival, a pyramidal tent camp was established and work on the hangar commenced. Supplies for the troop, including fuel, were hauled from Fort Meade, a distance of thirty miles, by motor truck, and the salvaged lumber returned to the post in the same manner, aided by a wagon train, which hauled lumber in the severest kind of winter weather.

The work was completed on December 16, and the command returned to the post. Over ninety per cent of the lumber used in the hangar was salvaged, and returned to the post in excellent condition. The lumber will be used to construct a veterinary hospital at Fort Meade, which has been thus far without such a hospital.

In spite of the severe weather conditions, the health of the command remained excellent throughout the duration of the camp, and the experience in roughing it was of great value to those who experienced it.

5th Cavalry Polo Notes

A TEAM, consisting of Captains Creed, Barnhart, Cramer and Lieutenants Jernigan and Stadler, was sent from the 5th Cavalry to Fort Brown to enter the Brownsville mid-winter polo tournament. In the open tournament, the 5th Cavalry defeated the Houston Huisaches, 8 to 5, in the first game. Fort Brown defeated the Houston Yellow Jackets. In the final game, the 5th Cavalry defeated Fort Brown, 8 to 5, thus winning the tournament.

In the handicap tournament, the 5th Cavalry defeated the Houston Yellow Jackets, 11 to 7, while the Houston Huisaches defeated Fort Brown, 12 to 6. The 5th Cavalry then defeated the Houston Huisaches, 8 to 5, winning the second tournament.

In February, the same team from the 5th Cavalry was sent to Fort Sam Houston to enter the San Antonio mid-winter polo tournament. In the first round of the circuit event, the 5th Cavalry defeated Fredericksburg, 19 to 8, in the second round, they defeated Austin, 12 to 11, and lost to Kelly Field, 6 to 3.

The first round of the elimination the 5th Cavalry defeated Austin, 7 to 6, and will play Fredericksburg in the second round.

Philippine Marches

ON November 7, 1927, Machine Gun Troop Number 2, commanded by First Lieutenant P. B. Shotwell and accompanied by Lieutenants Edwards and Pearce of Stotsenburg, and Morgan of Manila, left Stotsenburg for a practice march to *Lingayen, Pangasinan.* Camps were made at *Tarlac, San Manuel, Catablan* and *Lingayen.* At *Lingayen,* camp was pitched on the beach. The marches began about 4:30 A. M. each morning and were completed by 9:30 or 10:00 A. M. The Phillips' pack was used during this march. Guns were carried but, in place of ammunition boxes, specially constructed boxes were attached filled with grain. This expedient lightened the load of the wagons and demonstrated the general utility value of the new pack, twenty of which were utilized during the march. The troop returned to Camp Stotsenburg on the 18th, having marched approximately two hundred miles.

The 1st Squadron, commanded by Major A. Q. Ver, P. S., also left the post on the 7th of November for a practice march to *Dinalupihan.* Camps were made at *San Fernando, Lubao* and *Dinalupihan.* On the 10th, Troop B, Captain J. V. McDowell, marched from *Dinalupihan* via the old Spanish trail to *Olongapo* on *Subic Bay,* and returned on the 11th. This is believed to be the first time any troops have traversed this trail since the days of the insurrection. Troop C, Captain N. N. Rogers commanding, marched from *Dinalupihan* to *Balanga* on the 10th and returned on the 11th and in general reconnoitered the terrain over which the 1928 maneuvers of the Philippine Division will be held. The squadron was accompanied by Major H. E. Egan, V. C., and Captain E. E. Brown, M. C. The return march was made in two days and the squadron arrived at Camp Stotsenburg on the 14th of November.

On the 16th, the 2nd Squadron, commanded by Major H. M. Ostroski, left the post. The route was as follows: *Tarlac, Guimba, Cabanatuan, Cabiao, San Fernando, Stotsenburg.* A halt of one day was made at *Cabanatuan* followed by a night march to *Cabiao,* and a halt of one day at that point. Between *Cabiao* and *San Fernando,* the squadron swam the *Pampanga River.* The water was about ten or twelve feet deep and the river about fifty feet wide, but with a rather strong current which made necessary a diagonal crossing of about one hundred yards. The squadron was accompanied by Captain Stone, M. C., and Lieutenant Schweizer, V. C. The total distance marched was approximately 132 miles, and the squadron returned to Camp Stotsenburg November 23.

Hunting at Monterey

ONE of the most pleasant of the gatherings which Colonel Kromer has instituted since he took command at the Presidio of Monterey are the rides followed by breakfast at the Officers' Club. The officers and ladies assemble mounted at the flag pole at about 9:30 A. M. Led by the buglers playing the "Hunt Call," the field starts out. Nothing is wanted to make such an occasion perfect, unless it could be the baying of the hounds themselves.

The ride held November 23 was conducted by Captain Haines. Moving

at slow gates by the target range and into the forest to Huckleberry Hill, the horses took up the gallop around Sunset Drive to a point on the road overlooking the forest below and the western side of Monterey Peninsula, where the first check was called. After tightening of cinches and several "Ahs" at the beauty of the scenery, the group mounted and moved out into the forest. Down hill and up hill at the gallop, with the spicy wind whistling by, the next halt was made on a hill which commanded a view both of Carmel Bay and the north side of the Peninsula. The remainder of the ride was generally along the Seventeen Mile Drive with the sand dunes and forest on one side and the Pacific on the other.

It is doubtful if there is another place in the entire country where one can combine so much beauty of scenery with so short a ride on horseback. Returning to the Club at noon, it was noted that some ate their lunches sitting. Others stood while eating.

News from Fort Ringgold

THE reoganization of the cavalry caused a great shakeup in the Second Squadron, but business has settled down into the new system and everything is functioning smoothly.

The regimental commander's tactical inspection took place on the 15th and 16th of February. The training inspection was very satisfactory. In the tactical problem it is feared that the Reds gained a moral victory. Everything went fine until the pivot of maneuver ran wild. The enemy failed to press its advantage, however, and the troopers assumed that the Reds were crushed as usual.

Armistice Day at Hollister, Calif.

AT the request of the people of Hollister, Calif., for troops to take part in their Armistice Day Celebration, Colonel Kromer sent the 1st Squadron, 11th Cavalry, (less Troop B). The regimental band made the trip by truck as it was required for Armistice day at Monterey. The distance was about 45 miles and was made in two days. The troops left the Presidio November 9 and marched to Salinas the first day. The next day the trip was made through the mountains to Hollister, which stands in a beautiful valley. The town is surrounded by farms and orchards, the green of which contrasts strongly with the surrounding mountains, which were dry and bare at this time of year.

On Armistice day the squadron and band took part in the parade which was sponsored by the American Legion. In the afternoon the troops put on a gmykhana for the benefit of the people of Hollister. A hotly contested football game was played Sunday between the soldiers and the Hollister chapter of the American Legion. After enjoying a jolly march and the hospitality of the people of Hollister, the squadron returned to the Presidio in high spirits November 14. Members of the squadron stated they had never been so royally treated as they were by the people of Hollister.

Solving of Ninth Cavalry Foraging Problems

HAVING one thousand bushels of corn to harvest on the regimental farm, and without men available for the work, it was decided to perform the duty by volunteers on a holiday afternoon. A problem with situation and requirements was prepared. It could not be known before hand just how many would be available for the task but about 140 men volunteered and were moved by wagon and truck to the farm some four miles from the barracks. In five minutes from the time of arrival the working parties and transportation had been organized and were actually at work. The details are interesting but too long to described here. Suffice it to say that plans were made and executed so that no group had to wait for transportation and no transportation was required to wait for men. In three and one-half hours the provisional troop harvested 1,000 bushels of corn, transported it three miles and established a distributing point near the north end of Engineer's Bridge, as required by the condition of the problem. The work involved the use of the long, one way, bridge over the Kaw River, and the making of two trips by wagon and four by truck.

———o———

Enlisted Reservists—306th Cavalry

THE Enlisted Reserve Corps was established under the provision of the National Defense Act of 1920, and, together with the Officers' Reserve Corps, constitute the Organized Reserves. Its development, however, has been sporadic, varying with the interest shown by different organization commanders.

Units of the Organized Reserves are allowed the full complement of officers prescribed in War Strength Tables of Organization and one third of the non-commissioned officers and rated specialists. Those enlisting in the Enlisted Reserve Corps do so voluntarily for a period of three years with the understanding that they are joining a purely war force which can only be ordered out in event of a National Emergency expressly declared by Congress. The same means of training available to the Officers' Reserve Corps on either an active or an inactive status, are provided for the Enlisted Reserve Corps, though no one can be ordered to active duty training without his consent just as in the Officers' Reserve Corps.

The 306th Cavalry now has thirty-five enlisted reservists in all, holding various non-commissioned grades and specialist ratings according to their qualifications and prior military experience. Captain R. C. D. Hunt of Troop F, boasts the first organization in the Regiment, and possibly in the Organized Reserves, to have its full cadre of non-commissioned officers and rated specialists.

Many of these enlisted reservists are taking the correspondence courses, and at the bi-monthly rides at Fort Myer on Sunday mornings there are often so many Enlisted Reservists that an additional instructor has to be detailed.

The Goodrich Trophy Training Test, 1927

By CAPTAIN R. W. GROW, *Second Cavalry*

THE War Department has announced that, upon the recommendation of Major General Herbert B. Crosby, the Chief of Cavalry, Troop G, Second Cavalry, Fort Riley, Kansas, commanded by Captain Louis LeR. Martin, is designated as the winner of the Goodrich Trophy for 1927. Second place was won by Troop E, Eighth Cavalry, Fort Bliss, Texas, commanded by Captain Nelson M. Imboden, and third place was won by Troop G, Seventh Cavalry, Fort Bliss, Texas, commanded by Captain Ceylon O. Griffin.

The following troops were selected for their all-around excellence to represent their respective regiments in the 1927 competition for this trophy:

Troop C, First Cavalry, Camp Marfa, Texas.
Troop G, Second Cavalry, Fort Riley, Kansas.
Troop C, Third Cavalry, Fort Ethan Allen, Vermont.
Troop F, Third Cavalry, Fort Myer, Virginia.
Troop B, Fourth Cavalry, Fort Meade, South Dakota.
Troop C, Sixth Cavalry, Fort Oglethorpe, Georgia.
Troop G, Seventh Cavalry, Fort Bliss, Texas.
Troop E, Eighth Cavalry, Fort Bliss, Texas.
Troop F, Tenth Cavalry, Fort Huachuca, Arizona.
Troop F, Eleventh Cavalry, Presidio of Monterey, California.
Troop A, Twelfth Cavalry, Fort Brown, Texas.
Troop G, Twelfth Cavalry, Fort Ringgold, Texas.
Troop B, Thirteenth Cavalry, Fort Riley, Kansas.
Troop A, Fourteenth Cavalry, Fort Des Moines, Iowa.

Troop F, Third Cavalry, of Fort Myer, Virginia, commanded by Captain Jess G. Boykin, was the 1926 winner of this trophy. Major L. E. Goodrich, Reserve officer, of Miami, Florida, donated the trophy to the cavalry service for annual competition. It is awarded each year to the troop demonstrating the highest efficiency rating in prescribed competitive tests which involve problems in cavalry mobility, fire power, and shock.

The trophy becomes the permanent property of the troop winning it three times. The work itself is a bronze figure of a cavalryman, 1½ by 2¼ feet in size, making a charge with the pistol, and typifies both in man and horse the modern cavalryman.

The sculptor, A. Phimister Proctor, considered one of America's foremost artists, has made a specialty of animals, particularly horses. He did a creditable equestrian statue of Colonel Roosevelt for Portland, Oregon; the *Broncho Buster* and *On the War Trail*, for the Civic Center, Denver, Colorado; and the *Pioneer Mother* recently unveiled in Kansas City, Missouri. Two of his group are on exhibition in the Corcoran Art Gallery, Washington, D. C. He was also sculptor of the buffaloes on the Q Street Bridge and the lions on the Sixteenth Street Bridge, Washington, D. C.

The purpose of the test is to promote enthusiasm in training throughout

the cavalry by means of a healthy competition among the troops, and to reward the troop which is the most efficiently trained.

The selected troops are submitted to a test prescribed and conducted by a board of three senior officers of the organization, the results being entered on special rating sheets furnished by the Chief of Cavalry. The test is required to consist of three phases illustrating the proficiency of the troop in mobility, fire power and shock. During the test each troop must consist of at least three complete rifle squads, organized as two platoons, and one complete machine rifle squad. It must not use any individual, animal, material or equipment not regularly assigned or pertaining to the troop on the date it was selected as the most efficient in the organization.

Increased general knowledge of the test and more widespread interest resulted in appreciably better ratings in 1927 than in the previous year. The competing troops received as thorough a training inspection as can well be devised to meet conditions at all cavalry stations. Although a fairer test might be given, were all competitors assembled at the same station and tested by the same board, the rating sheets have been so prepared that different boards at each station, by rigidly adhering to the spirit and letter of the instructions can approach very closely a uniform standard. Even though a troop is not the winner, it can feel confident that a good showing in this test indicates that the year's training has been well conducted and that the troop is an efficient fighting unit.

A study of the ratings of the 1927 test shows some very interesting facts. Fifteen troops competed. In the mobility phase thirteen of these made over 75%, and the two that failed to attain this figure did so on account of lame horses and sore backs. This showing speaks well for the mobility of the regular army cavalry, since in most cases all available horses were used in the fifty mile march, and "cuts" were provided for more than 40 items, ranging from packing the saddle and gaits to cast shoes. There was a greater discrepancy in the fire power phase in which four troops failed to attain 75% of the possible score. Since the variation in known distance rifle and machine rifle practice was slight, the percentage hinged on the fire power problem, where the largest cuts were for poor distribution and few hits. In the third phase (shock) seven troops, almost one-half, failed to attain a rating of 75%. Practically all of the big cuts were made on the pistol attack. The lesson from the last two phases is that more training is needed in combat exercises, especially those in which ball ammunition is employed.

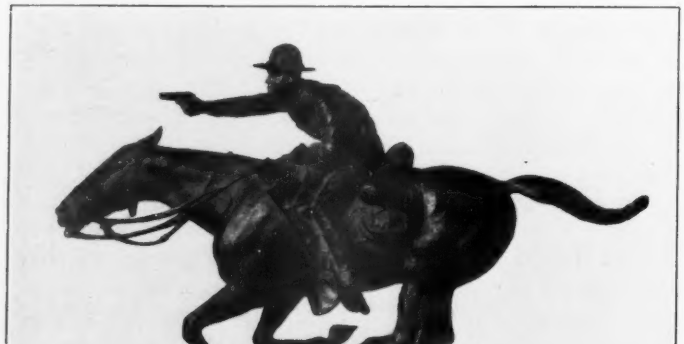
The commanding officer of the winning troop, Captain Martin, graduated from the Troop Officers' Course, the Cavalry School, in 1926, and went immediately to the command of this troop, relieving Captain Julian A. Cunningham. Captain Martin was ably assisted by First Lieutenant Frank T. Turner who was responsible for training in mobility, by First Lieutenant Paul M. Martin who was responsible for training in fire power, and by an exceptionally well balanced, competent, and enthusiastic corps of non-commissioned officers.

How well balanced was the training of this troop is indicated by the ratings they made. In the mobility phase they rated 97.5% of the possible score, in fire power 93.6% and in shock 94.4%. The exceptionally high rating in fire power can be attributed largely to that fact that 30 men of this troop are expert riflemen. Two troops made a slightly better score in mobility, but Troop G of the Second Cavalry was over 5% better than its nearest competitor in fire power, and nearly 1% better in shock. To further emphasize the importance of having a well balanced troop the scores of the first three troops are given:

	Percentage of possible score		
Place	Mobility	Fire Power	Shock
1st	97.5%	93.6%	94.4%
2d	99.5%	88.0%	93.2%
3d	98.2%	85.7%	92.4%

The final analysis of these figures shows that no real weakness existed in any element of troop training among the first four troops, and that the 1927 test was won by *aimed rifle fire*.

The Goodrich Trophy Training Test is and should be a great incentive to troop commanders throughout the cavalry to take stock of their organizations, pick out the weak points, and strive in 1928 to develop a well-balanced troop fit for any cavalry mission and worthy to represent its regiment in this all-cavalry competition.



Olympic Tryouts and Horse Shows, 6th Cavalry

FOLLOWING the receipt of a recent letter from the Chief of Cavalry regarding the Olympic three-day competition, preparations are being made for the construction of courses and obstacles as prescribed. All work will be done in Chickamauga Park and to date all routes for the endurance test have been laid out and the work of selecting the proper locations for the numerous obstacles is being taken up. Work on conditioning and training horses for this event will start in a short time and from present indications there will be several competitors as already several of the officers have indicated their intention to compete in the event.

A 6th Cavalry horse show team has been organized composed of Lieutenants R. E. Ireland, A. S. J. Stovall, Jr., and F. deL. Comfort. This team is now working horses for the shows to be held at Asheville, North Carolina, April 17 and 18 and the Infantry School show on April 21. It is hoped that several green jumpers will be developed to assist the veteran horses of the team. With a few exceptions the same mounts will make the trip that were taken on a similar tour last spring. Our team will leave here about the 14th of April for Asheville, shipping out of there for Fort Benning on the evening of the 18th and arriving at Benning the morning of April 20. Notwithstanding the short periods of rest between the two shows, this trip makes an excellent circuit and appears to have no ill effect on the mounts.

———o———

New Machine Rifle Marksmanship Course

THE War Department has approved for the season of 1928 a new Machine Rifle Marksmanship Course for the cavalry.

During the year 1927, the cavalry used a tentative course based on the course for the infantry automatic rifle. This course was somewhat of a makeshift and not entirely suitable for the machine rifle, but was used on account of the fact that the many cavalry units which had not received the new weapons were to use the infantry automatic in lieu thereof.

In the new course all the firing is from the prone position except for inclusion of 10 shots from the kneeling or sitting position in the instruction practice, in order that the soldier may understand that to fire from positions other than prone, in cases of combat emergency, is possible though productive of less accuracy. The prone position is the normal firing position for the machine rifle because its weight and bulk render it difficult to hold steadily in other positions.

The new qualification course has been made more difficult than the tentative course by substituting an eight-inch bull's eye target for the twenty-inch bull's eye and silhouette target at 200 and 300 yards; by including rapid fire in addition to slow fire at 500 yards, by adding slow fire at 600 yards; and by increasing the percentage requirements for qualification.

305th Cavalry Polo

THE 305th Cavalry Polo Squad is now composed of the following players: Major J. M. Thompson, Cavalry, Captain L. N. D. Mitchell, Lieuts. E. A. Town, H. Fisher, J. D. Grannis, and 1st Sergeant L. P. Stradley, Jr. The first practice game of the season was played on December 2nd. Since that time the following scheduled games have been played:

December 16, Freebooters. Won 9 to 4.
December 17, Junior Polo Club. Won 6 to 5.
December 23, First City Troop. Lost 3 to 4.
December 30, Troop C, 103d Cavalry. Won 8 to 2.
January 6, First City Troop. Won 7 to 6.

The 305th Cavalry Polo Team
Left to Right: Major J. M. Thompson, Lieut. E. A. Town, Lieut. H. B. Fisher, Capt. N. D. Mitchell

January 7, West Point at West Point. Lost 5 to 13.
January 14, 110th F. A. Won 6 to 3.
January 21, Philadelphia Yellow Jackets. Won 12 to 3.
January 27, Freebooters. Won 8 to 5.
February 4, 110th F. A. at Baltimore. Lost 4 to 6.
February 11th, Squadron A at New York. Lost 5 to 7.

Colonel Forbes has received an invitation for the polo team to play West Point again next year and was congratulated on the clean sportsmanship of his team. There was not a single foul called on the 305th Cavalry during the entire game.

On February 18, Colonel Forbes and the regimental polo squad gave a dinner at the Racquet Club for the 110th Field Artillery and 1st City Troop polo teams who played a match at the 103d Cavalry Armory later in the

evening. Lieut. Mitchell who arranged the dinner is to be congratulated on its great success.

Great credit is due the members of the regiment who have turned out for polo this year. Besides giving their time to practice and games they have dug down into their own pockets to support polo in the regiment.

Sixth Cavalry Polo

FOLLOWING the end of our regular fall season early in December, all of our regular ponies were granted a well earned rest. Shoes were pulled and each morning the string was turned out to graze in the Greenleaf Area.

Upon the close of the season all active players turned their attention to training and developing new ponies for the coming season. Each officer has been assigned one or more green prospects obtained mostly from two carloads of remounts received early in the spring of 1927. An effort has been made to secure only horses of known breeding upon which to work and in this way build up a polo string better fitted to stand up under the strain of a hard strenuous season. It is hoped that by the middle of our spring season that the majority of these ponies will be ready to take their turn in fast play.

A new polo cage has recently been completed in rear of the Officers' Club. This addition to our polo equipment has long been needed and from present indications it appears that its use will be at a premium. Practically all of last year's players are spending a portion of their time batting the ball and getting eye and arm ready for the regular play. The younger players just starting will find the wooden horse invaluable in mastering the details of hitting before taking it up mounted on the polo field.

During the winter polo meetings have been held twice each week. At these meetings informal talks have been given on the different positions, team play, training ponies and other subjects of interest. These meetings have been most beneficial to all players and many difficult points have been ironed out and a better understanding of the game obtained.

Our old ponies were reshod during February and the work of conditioning commenced. The entire string receives long walks over the hills each day and early in March the regular assignment of ponies will be made and further individual work will be given each pony by the officer to whom they are assigned.

Weather permitting active play will be resumed about the middle of March. Polo fans in Chattanooga and vicinity are impatiently awaiting the renewal of the weekly feud between the Cardinals and the Yellow Jackets. These two teams composed of officers from the post play each week on Circle Field and their ups and downs are followed with great interest by their respective supporters.

The regiment will send a polo team to Fort Benning, Georgia, the latter part of April to play a series of polo games with the Infantry School team as a part of the Annual Infantry School Horse and Transportation Show.

Second Annual Mid-Winter Tournament at Fort Brown

HE who dares to forecast Texas weather is sure to come a cropper, even in the favored Lower Rio Grande Valley where sunshine and balmy temperature have sway the greater part of the year. Such was the experience when the dates of the open event of the Fort Brown Annual Mid-Winter Polo Tournament were fixed as January 5, 6 and 8, and for the handicap event as January 10, 12 and 15,—for too much stock was placed in rainfall records of previous years and too little attention given to the fallacy of forecasts. In any event a wet field prevented play until January 11, when the 5th Cavalary met the Huisaches (Houston Riding and Polo Club) team in the first game of the open event.

The play in this game set the pace for the remainder of the tournament by its clean, fast polo. From the throw-in the 5th Cavalry almost immediately took the lead, and though the Huisaches fought aggressively throughout they were unable to offset it—the game ending in favor of the 5th Cavalry, score 8 to 5.

The following day, January 12th, saw the 12th Cavalry win the second game of the open event from the Yellow Jackets (also Houston Riding and Polo Club team) by a score of 12 to 8. Though there were high-spots in which excellent polo was played, the game as a whole was hardly up to the standard of the preceding day.

For the convenience of the Houston players the finals of the open event were postponed until the 18th, and the handicap event commenced on Friday, the 13th—no, no one was hurt! The Yellow Jackets, who were to meet the 5th Cavalry, having played the preceding day, it was agreed that the game would be called at the end of the 6th period and that the 5th Cavalry, who ordinarily carry a 5 goal handicap, would concede only 3 goals by handicap. Aggressive play and good team work again won for the 5th Cavalry with a score of 11 to 5. Strange to say the Yellow Jackets after their hard game of the preceding day showed up to better advantage in this game than in that of the previous day.

On Sunday, January 15th, the Huisaches took on the 12th Cavalry in the handicap series, defeating the latter by a score of 11 to 7, in spite of the 4 goals by handicap which the Huisaches were forced to concede. The Huisaches displayed much better team play on this occasion than in their previous game with the 5th Cavalry, Mr. Steve Farish at No. 1 and Mr. Charles Armstrong at No. 2 doing particularly good work with the stick.

The finals of the open event between the 5th Cavalry and the 12th Cavalry were played off on January 18th, the 5th Cavalry adding another victory to their credit, by a score of 8 to 5. The 12th Cavalry put up an excellent performance in the game, Captain Burt at No. 2 standing out particularly, but the superior mounts and stick work of the 5th Cavalry occasioned a defeat.

The climax of the tournament was reached when, after a number of delays on account of bad weather, the Huisaches again met the 5th Cavalry in the finals of the handicap event on January 29th.

Each of these teams normally carry 5 goals, but due to the substitution of a player for Mr. Steve Farish, No. 1 of the Huisaches, the 5th Cavalry was forced to concede 1 goal by handicap.

The first three periods were brilliantly contested by each team, closing with a tie, but with the beginning of the fourth period the 5th Cavalry staged a rally which the Huisaches had not been able to overcome up to the seventh period, when Mr. "Deke" Randolph, No. 4 of the Huisaches, suffered an accident to his rein hand which weakened their defense so greatly as to leave no further doubt as to the winner of the game. In the final period, with the Huisaches still fighting hard, the 5th Cavalry crowded across two more goals, again winning by a score of 8 to 5, and thereby establishing their right to the plate for both the open and handicap events.

Cavalry Training Around Pittsburgh

THE 308th Cavalry located in Western Pennsylvania has its Headquarters in Pittsburgh, Pennsylvania.

Tactical training is stressed throughout the year. The correspondence schools and monthly regimental meetings are used in the winter, terrain exercises in the spring and the active duty camps in the summer.

Equitation classes are held twice a week from October to June. During the fall and winter equitation, jumping and close order drill is given and in good weather cross country riding with close and extended order troop drill.

Organization of the 26th Cavalry

EFFECTIVE December 1927, the 26th Cavalry was provisionally reorganized along lines similar to the organization adopted for the regiment during the 1927 maneuvers. The regiment consists of a headquarters and service squadron and three rifle squadrons. The Headquarters and Service Squadron contains the Headquarters Troop, Transportation Troop, and the Band, and consists of 113 men in all.

Each rifle squadron contains three rifle troops and a machine rifle troop, and consists of 136 men. The troops are lettered within the squadrons in a manner similar to the old pre-war organization, Troops D, H, and M being the machine rifle troops. A machine rifle troop consists of three squads of two guns each.

Machine Gun Troop No. 2 has been built up to war strength by transfer of men and now consists of three platoons of two guns each.

Troop and squadron commanders have no property responsibility, thus leaving them free for the important duties of training. An administrative officer in each squadron is responsible for all paper work, property, operation of mess, stables, etc. In each of the rifle squadrons there is a captain as second-in-command who is also leader of the machine rifle troop and has a lieutenant as his assistant. Rifle troops have only one officer with them.

Activities At Fort Clark

THE presence of Major General Crosby, Chief of Cavalry, on March 1 and 2, was the occasion of added activities at this frontier post. Always a scene of things primarily cavalry the post presented to the chief on this visit much that reminded him of his own days as a troop officer. From the opening thirteen-gun salute on the morning of the 1st, to his departure on the evening of the 2nd, his time was taken up with watching the local troops at drill and exhibitions by the equitation classes of the ladies, officers and children.

The Los Moras Hunt, one of the features at Clark, entertained with a cross country ride. The Los Moras Hunt course has been much improved by the addition of many new and novel hurdles and jumps along its entire route which parallels the beautiful winding Los Moras Creek and out through open country.

The new open-air riding hall was officially dedicated on the afternoon of February 10 with an exhibition by the ladies' riding class, senior section, and the officers' equitation group. Situated on Los Moras Creek close to the post proper the new hall promises to be the location of many enjoyable events for both officers and enlisted men. An enlisted men's wives' riding class has been active for some time under the expert tutorship of Sgt. Segurd Husby, 5th Cavalry, who also is instructor of the juvenile classes.

An interesting race meet was held at the Fort Clark race track February 18 in which there were five exciting and spectacular matches. A goat-roping contest for the championship of West Texas took place at the close of the races. Shady Lane, owned by Major Robenson, 1st Cavalry Brigade, won the stellar event of the day, the one-half mile final, defeating Joker and North Sea two favorites.

On Washington's Birthday the 5th Cavalry's monthly field meet was held at Los Moras Park before a large and enthusiastic crowd from the post and civilian community.

The 5th Cavalry celebrated its 76th birthday with a dinner and dance at the Fort Clark Club on the 3rd of March. Colonel Wallace B. Scales, commanding the regiment, eulogized the fine work of the unit both past and present and expressed his profound regret that this would be his last 5th Cavalry birthday party as he expected to leave the garrison soon.

Cavalry Adopts Armored Cars

THE Secretary of War has recently authorized the organization of the United States Army's first armored car unit for assignment to the First Cavalry Division, Fort Bliss, Texas.

The initial organization of this unit was made at Fort Myer, Virginia, on February 15, 1928. It is designated as the "Provisional Platoon, 1st Armored Car Troop." The platoon is commanded by Captain Harold G. Holt, Cavalry, who was on duty at The Cavalry School, Fort Riley, Kansas, and who entered the Army from the State of Washington.

Present plans provide that this armored car unit will be sent to Camp

Holabird, Maryland, for a course of instruction at the Motor Transport School and that following this course it will be temporarily stationed at Camp Meade, Maryland. Here the personnel will receive instruction in machine gunnery and in the use of the one-pounder guns. Upon receipt of its equipment which is now being developed by the Ordnance Department, the armored car platoon will join the mechanized force which the War Department has ordered assembled at Camp Meade, Maryland, during the coming summer. Eventually this unit will join the Headquarters of the First Cavalry Division at Fort Bliss, Texas.

The types of armored cars best suited to American needs are being studied, and this provisional platoon will assist in experiments as to types. After the initial organization has been completed, it is expected that the platoon will be expanded to a full troop for duty with the First Cavalry Division, which is on duty on our southwestern border. The incorporation of a similar unit in each cavalry division has already been approved in principle by the War Department.

Armored cars, like aircraft, are of special value to cavalry in facilitating reconnaissance and thereby making it possible for the main cavalry forces with supporting troops, including artillery and tanks, to concentrate their chief efforts in the most advantageous direction. Aircraft and tanks already have been allotted to the regular cavalry divisions, although in some cases these units are as yet inactive. The cavalry division of the near future presumably will have not only aircraft, armored cars, tanks, and powerful artillery, but will be provided with a much greater proportion of motorized transportation than now exists. Experiments are being conducted along all these lines.

Motor Trucks to Replace Part of Wagon Transportation in Cavalry Division

THE Cavalry Maneuvers recently held in Texas demonstrated the desirability of including certain motor transportation in the Division Supply Trains and it now is proposed to substitute a company of motor trucks for one of the two wagon companies authorized for the Cavalry Division Train in time of peace. War-time tables of organization will provide two companies of trucks in place of the one wagon company thus eliminated.

The Cavalry Division Train as now authorized consists of the following:

Two wagon companies (60 wagons, each wagon drawn by four mules);

Four pack trains (50 pack mules in each).

The contemplated change reduces the number of mules in the Division Train by 250. It is significant, however, that the Division Train will still require over 500 mules.

This addition of motor trucks provides the Cavalry Division Train with all three types of transportation: motor vehicles, escort wagons and pack mules. Provision for these three types of transportation is considered necessary on account of the diversified terrain over which Cavalry Divisions may be required to operate.

Instruction in the 61st Cavalry Division

By Colonel George Vidmer, *Cavalry*
Chief of Staff, 61st Cavalry Division

HOW we are to instruct our reserve divisions is a problem that affects all regular officers on duty with this component. The experience of this division may be of some help to others. This problem, with all its implications, has been the subject of the most intensive study over a period of years; a constantly rising curve in attendance and interest is the result and the reward of that study.

The first year of instruction conformed to the conventional system of lectures, conferences and map problems on the contoured map. The results were disappointing. Our lecturers, the regular army executives, could not compete with the high-priced entertainers on the Great White Way; the horizontal map failed to present a picture; the problems were not real.

The solution has been a simple one. The topographical map has been discarded, except for historical examples, and the bas-relief map substituted; instead of the map problem we have the two-sided map maneuver; the lecture has been replaced by a simple enunciation of the principles involved in the maneuver, followed by a critique on its conduct. In other words, we give our instruction in the form of a game, in which the students are the players and the instructor is the coach and the umpire. Of course, this is not a new idea, but its importance has never been sufficiently emphasized. The lively interest in this simplified war game and the increasing attendance have fully justified the method.

In connection with the bas-relief map, we have tried the small map issued by the Quartermaster Corps for the use of R. O. T. C. units. This is an excellent map, but the terrain is restricted and suitable only for the limited combat of small units. It was decided to construct a map of our own, and this was done by the regular army personnel on duty with the division. This first map represented a larger area and was constructed of asbestos cement which gave good results; but the map was heavy and unwieldy, and the terrain not varied enough. At present we have under construction a map which promises to fulfil all our expectations. It is made of granulated cork of varying degrees of fineness bound together by a commercial glue. The coarser granulations are used for the foundation and the surface finished with powdered cork and shellac. The various features of the terrain, such as woods, roads, villages, rivers, bridges, etc., will be indicated on the bas-relief in the conventional manner. To facilitate storage and handling, the map is divided into eight sections, each section 3 feet by 4 feet. When set up the map is six feet wide and sixteen feet long. In conducting a two-sided maneuver, a curtain so suspended that it can be raised and lowered and moved along the table is used to screen the opposing situation as desired. This map is purely experimental, and the idea is given for what it is worth. Other units working along the same lines can produce equal if not better results.

In any case the construction of the map is only a detail, a means to an end. The main idea is that the two-sided maneuver on the bas-relief map seems to be the best method to increase the interest of the reserve officer, develop his initiative, and so stimulate and energize his imagination that he can picture himself on the actual terrain, moving himself and his units about in accordance with the rules of the greatest game on earth and the oldest—that of War.

ARMY POLO ASSOCIATION—HANDICAP CHANGES

Name	*Old*	*New*
Allen, Capt. H. B.	2	1
Allen, Maj. T.	2	3
Argo, Lt. E. Y.	2	1
Babcock, Lt. D. S.	0	1
Baehr, Maj. C. A.	2	3
Bailey, Jr., Lt. G. W.	1	0
Baird, Maj. H. W.	2	1
Baker, Lt. H. D.	3	2
Barden, Lt. A. R. S.	2	3
Barnhart, Capt. F. H.	2	1
Bartlett, Lt. W. H.	1	2
Batson, Maj. R. C.	2	1
Baylies, Capt. A. L.	0	1
Beaucond, Lt. C.	1	2
Bennett, Lt. A. S.	1	0
Benson, Lt. G. C.	5	4
Beverly, Lt. G. H.	0	2
Binns, Lt. J. J.	0	1
Blakeney, 2nd. Lt. C. C.	1	0
Blue, Capt. J. W.	0	1
Boone, Maj. A.	1	0
Bowley, Brig. Gen. A. J.	1	0
Bing, Lt. R. C.	0	2
Blakeney, Lt. C. G.	0	2
Black, Lt. F. H.	0	1
Bridges, Capt. B. C.	1	2
Brown, Maj. J. K.	4	5
Brown, Maj. T. K.	2	1
Browne, Lt. Col. B. F.	3	2
Buckley, Capt. H. A.	0	1
Burress, Capt. W. A.	0	1
Busbey, Lt. George	1	2
Browder, Lt. W. F.	0	1
Brown, Lt. Col. Lewis	6	4
Cannon, Capt. V. M.	1	2
Caperton, Capt. J. N.	1	2
Carter, Lt. R. A.	1	0
Chaffee, Maj. A. R.	2	1
Chamberlin, Maj. H. D.	4	5
Cheves, Capt. G. X.	1	2
Clifford, Maj. C. L.	1	2
Clyburn, Lt. J. W.	1	2
Carson, Capt. M.	0	1
Collier, Lt. J. H.	1	0
Collins, Maj. J. L.	1	2
Comfort, Lt. F.	0	1
Corbusier, Lt. Col. P. W.	2	0
Corridon, Lt. J. H.	0	1
Coulter, Capt. H. K.	2	3
Craig, Capt. W. H.	2	3
Craw, Lt. D. T.	2	3
Crutcher, Maj. J. F.	1	0
Cullins, Lt. H.	3	2
Culton, Lt. H. G.	1	2
Daniels, Capt. E. M.	2	1
Dasher, Lt. C. L.	0	1
Davis, Capt. C. E.	2	3
Dawley, Maj. E. I.	2	1
DeBardeleben, Lt. D.	0	1
De Long, Capt. J. C.	0	1
Delorimer, Capt. A. J.	0	1
Devers, Maj. J. L.	3	4
Devine, Lt. M. A.	1	2
Dodd, Lt. F. T.	0	1
Donaldson, Jr., Lt. T. Q.	2	3
Dosher, Capt. G. H.	1	2
Dulaney, Lt. R. L.	0	1
Elkins, Lt. S. B.	0	1
Engel, Maj. E.	2	1
Ewen, Capt. L. C.	1	0
Eager, Maj. J. M.	0	1
Feagin, Lt. C. W.	2	3
Febiger, Lt. P. C.	2	1
Ferrin, Capt. C. S.	0	1
Finley, Capt. J. R.	1	0
Finley, Capt. Glenn S.	1	2
Fiske, Capt. N. E.	1	2
Fitch, Lt. Col. R. S.	1	0
Fleming, Capt. P. C.	2	3
Follansbee, Lt. C.	0	1
Forsyth, Lt. A. E.	2	1
Forsyth, Col. W. D.	1	0
Forsythe, Capt. J. D.	0	1
Franklin, Maj. E. L.	0	2
Gay, Capt. H. R.	4	2
Gerhardt, Capt. C. H.	6	7
Gibbs, Col. George S.	2	1
Gillespie, Maj. J. A.	1	0
Greeley, Maj. J. N.	1	0
Greenwald, Maj. K. C.	5	4
Groninger, Maj. H. M.	2	1
Gross, Lt. J.	3	2
Guernsey, Lt. H. J.	1	2
Hanson, Capt. H. R.	1	0
Harris, Capt. T. A.	1	2
Hastey, Capt. T. W.	0	1
Haydon, Capt. P. S.	0	1
Hensie, Lt. W. R.	0	1
Herr, Maj. Fred	0	1
Herr, Lt. Col. J. K.	3	4
Hershey, Capt. L. B.	1	0

ARMY POLO ASSOCIATION—HANDICAP CHANGES

Name	*Old*	*New*
Hettinger, Capt. J. A.	3	2
Holbrook, Jr., Lt. W. A.	1	2
Hickman, Jr., Lt. G. W.	0	1
Holman, Maj. O. I.	2	1
Horton, Lt. J. B.	2	3
Huthsteiner, Capt. G. E.	4	5
Ireland, Lt. R. E.	1	2
Irving, Capt. J. H.	2	1
Jacoby, Lt. L. E.	1	3
Jadwin, Lt. C. C.	2	3
Jacobs, Lt. B. R.	0	1
Johnson, Lt. H. W.	0	2
Jenkins, Jr., Capt. J. M.	2	1
Jernigan, Lt. H. S.	1	2
Jones, Maj. H. L. C.	1	2
Kielsmeier, Capt. S. G.	0	1
Ladue, Lt. L. K.	1	2
Lewis, Maj. J. E.	1	0
Lucas, Maj. J. P.	2	1
McClure, Lt. Mark	2	3
McClure, Capt. R. A.	2	1
McCreary, Capt. M. L.	2	1
McFarland, Lt. C. N.	2	3
McIntyre, Lt. Col. A.	1	0
Magruder, Maj. M.	1	0
Makinney, Lt. F. W.	2	3
Marriott, Lt. O. R.	1	0
Mason, Lt. D. P.	2	1
Maxwell, Capt. R. R.	2	1
Meador, Capt. M. F.	1	2
Metcalf, Lt. F. A.	1	2
Michelet, Lt. P. D.	0	2
Miner, Maj. H. E.	1	0
Moores, Lt. Z. W.	0	1
Morris, Lt. Col. W. V.	3	2
Munnikhuysen, Maj. H. D. F.	1	0
Neu, Capt. J. P.	2	1
Niblack, Lt. E. A.	1	0
Nichols, Lt. J. A.	0	1
O'Connor, Lt. W.	1	0
Odell, Warrant Officer B.	1	2
Page, Maj. D. J.	0	1
Palmer, Lt. C. D.	0	1
Pence, Lt. G.	0	1
Patton, Maj. G. S.	4	5
Pendleton, Maj. W. A.	1	0
Pennell, Maj. R. McT.	2	1
Poole, Maj. T.	1	0
Read, Jr., Lt. G. W.	3	4
Reardon, Lt. W. J.	0	1
Reynolds, Maj. S. C.	2	0
Rhinehardt, Maj. C. H.	2	1
Richart, Maj. D. G.	1	0
Rogers, Capt. J. C.	3	4
Rodwell, Capt. J. S.	1	0
Roxbury, Lt. E. J.	1	2
Rumbrough, Capt. D. S.	2	1
Sands, Maj. A. L. P.	1	0
Sargent, Lt. C. E.	1	2
Schucker, F. R.	1	0
Scott, Maj. O. L.	1	0
Searle, Capt. A. C.	0	1
Sharp, Lt. F. P.	2	3
Shea, Lt. A. F.	2	3
Short, Capt. J. C.	2	3
Shugg, Capt. R. P.	1	0
Simpson, Maj. W. H.	2	1
Smalley, Maj. Henry R.	1	0
Smith, Lt. C. W.	1	2
Smith, Capt. Charles C.	2	4
Stadler, Lt. J. H.	1	2
Stearley, Lt. R. F.	1	2
Strong, Lt. P. N.	0	1
Swift, Jr., Lt. Col. Eben	2	1
Swing, Capt. J. M.	2	3
Talbott, Jr., Maj. R.	1	2
Taulbee, Col. J. F.	1	2
Tayler, Lt. R. L.	0	1
Taylor, Maj. V. V.	2	1
Thomson, Lt. E. F.	1	2
Thornton, Lt. H. J.	1	0
Truscott, Capt. L. K.	3	4
Waddell, Lt. H. B.	1	0
Wakefield, Lt. M. F.	1	0
Walker, Lt. J. H.	1	2
Wall, Capt. C. G.	0	1
Watkins, Capt. J. G.	1	0
Wahl, Capt. G. D.	0	1
Van Meter, Lt. S. W.	0	1
Van Wyck, Lt. H.	0	2
Whisner, Capt. E. B.	0	1
White, Capt. W. J.	3	4
Wilkinson, Capt. C. A.	4	7
Williams, Capt. E. T.	2	1
Winans, Maj. Gen. E. B.	1	0
Williams, Lt. J. F.	0	1
Wofford, Lt. J. W.	2	3
Wolfe, Capt. W. R.	1	0
Wood, Capt. D. S.	3	4
Yeats, Lt. J. J.	1	2

Cowboy Stuff. Verse by F. W. LAFRENTZ. Etchings by HENRY ZIEGLER. G. P. Putnam's Sons, New York.

Reviewed by A. J. O. Culbertson

I don't think I shall have to belabor myself to convince an American cavalryman that these years of our history known as "frontier days" were not such bad times.

If we could pass down a picket line and see all of the western horses—mustang, broncho and cayuse—which have carried American soldiers in work and in play, we would see some of the sturdiest and noblest animals that ever looked through a bridle, and a certain number which were sturdy enough, but rather ignoble. Yes, many of them had a touch of vice in their systems, and some of them were wholly vicious, but considering them all, and especially those of later days which carried an infusion of thoroughbred blood in their veins, they were a very fine lot. They have performed every feat that has been asked of a horse under saddle —and some feats which were uninvited.

Some soldiers and many civilians have written about these horses and the early days, but all too few of both classes have done so. One reason is that a younger man is usually too busy doing things to spend any time writing about them. Another reason is that after a man has passed the physically strenuous part of his life he is too much occupied with cares and affairs to put down his memories.

There are some exceptions in both categories. An exception to the class of men who led a strenuous life in the West in the early days, and, in spite of being burdened with cares of phenomenal success, has found time to put down a record of the horses and men of frontier days, is F. W. Lafrentz.

Forty-five years ago Mr. Lafrentz published a modest little book of random verse, while in the West. He decided about five years ago to get out a more pretentious volume in the nature of a contribution to frontier literature. This, too, was to be in verse.

As this thought progressed and his reminiscences began to accumulate on paper he engaged the artist Henry Ziegler, an etcher who had made a reputation among the Fifth Avenue art galleries as an authentic delineator of western horses. Mr. Ziegler was to illustrate each of the poems with an etching. Although a much younger man than Mr. Lafrentz, the artist is a Texan of an old family in that state, and had been brought up among cattle, horses, panthers, mountain lions, coyotes, wolves, rattle snakes and other denizens of the Texas plains. So he quickly caught the spirit of the venture and has worked the past two years on the illustrations for Mr. Lafrentz's book.

From this it can be seen that both the author and the illustrator possess the essence of the subject whcih they have tackled.

The book is to be off the press about the time that this issue of the CAVALRY JOURNAL comes out. There are to be five hundred numbered copies. The first ten are to have original

etchings bound in, and are to sell for $5,000 each. The paper will be the finest hand-made product and the volume clothed in the acme of the book binder's art. The next ten are to sell for $1,000 each, the next ten for $500, and the next twenty for $200, and the remaining 450 copies for $100 each. All of these editions are over-subscribed with the exception of some of the $100 books.

Mr. Lafrentz recently decided to donate the profits on this sale of the book to Lincoln Memorial University, an industrial school for mountaineers at Cumberland Gap, Tennessee, near the geographical spot where the states of Tennessee, Virginia and Kentucky are joined.

Pages 178 and 179 of this issue of THE CAVALRY JOURNAL were taken from *Cowboy Stuff*.

So instead of writing at any length about the quality of the verse and the illustrations, I thought I would better tell you about the men who produced them, and let the picture and the lines speak for themselves. I think they both do this right well. I think that anyone who has seen the real West—and the cavalry is full of people who have—will feel that in "The Tenderfoot" the author and the artist have got the tang of the genuine article.

Editor's Note: By sending to the CAVALRY JOURNAL the above article and the etching and verse appearing on pages 178 and 179, Mr. Culbertson has permitted THE CAVALRY JOURNAL to publish the first story to be printed about the book, as well as to reproduce illustrations therefrom for the first time.

Safari. By MARTIN JOHNSON. 294 pp. Illustrated. G. P. Putnam's Sons, New York—London. $5.00.

Safari is the native term for an expedition into the field. The purpose of the expedition which Martin Johnson undertook was to "record African wild life in its native haunts in film form."

Mrs. Johnson accompanied her husband on safari, and they, together with nearly two hundred natives, "dug in" at Paradise Lake, five hundred miles from the nearest civilization. This lake, which is in the crater of an extinct volcano, was discovered by Mr. Johnson on a previous trip to Africa. Here live probably more wild game than in any other section of the African wilds.

It is particularly interesting to note that, while many hunters go to the jungles seeking records in the killing of game, Mr. Johnson goes solely to study and film them. He and the members of his party killed only for food or to save life.

Their trip abounds in thrills, narrow escapes from death and countless adventures with elephants, lions, rhinos, ostriches, giraffes and other wild animals. Elephants actually came into their little settlement at night and pulled the grass from the roof of the shack in which they slept, or stole sweet potatoes out of their back yard. Once while pictures were being taken of a herd of elephants Mr. Johnson turned the camera over to his wife in order that he might venture forth to arouse the animals' curiosity, so as to get a better film. Almost instantly a big bull saw him and with a furious grunt began a charge in which all the others followed. Mrs. Johnson was terrified, but still kept turning the crank of the camera. When the elephants came within a few feet, she quickly seized her rifle and fired, hitting a fatal spot. Such accounts the author interestingly and vividly relates.

Mr. Johnson returned to this country with a superb collection of both film and still pictures of the fast disappearing wild animal life of Africa "in order that posterity might be able permanently to recall it as it had existed in its last and greatest stronghold." With sixty-six of these remarkable pictures he has handsomely illustrated his book.

Marching Men, the Story of War. By STANTON A. COBLENTZ, illustrated by ARTHUR LAIDENBERG. 471 pp. The Unicorn Press. $5.00.

This book purports to be to warfare what H. G. Wells' *Outline of History* is to the history of the human race. It endeavors to trace the methods and modes of warfare from the head hunting expeditions of the most primitive savages to the poison gas incursions and airplane raids of the World War.

This would make most interesting reading to the army officer were the book confined thereto, but unfortunately so much space has been devoted to apologies for omitting such a war, such a weapon, such a maneuver for lack of space and to descriptions of the horrors of war that the author has only been able to touch the high-spots of technical matters.

Indeed, the horrors of war are so stressed and so cumulative as the book goes on, and the final prophecy in the book of the eventual extinction of the human race through warfare is so pointed, as to leave a strong suspicion that the whole book is mere pacifistic propaganda masquerading under another name.

The author's contention, no doubt true, that warfare has increased in violence and destruction with civilization and its accompaniments of authority and property gives, however, but little hope for the outlawing of war, except through the destruction of that very civilization which he claims is its cause.

Some Famous Sea Fights. By FITZHUGH GREEN and HOLLAWAY FROST. 331 pages, illustrated. The Century Company. $3.50.

Although the cavalry has at several different times in its history been the victor in actions against water craft, mostly river boats, it is nevertheless quite an assignment for a cavalry officer to attempt to review a book on naval warfare. However, as one of the co-authors of the present volume has recently contributed an excellent article to the CAVALRY JOURNAL entitled *On Horses*, it behooves us to attempt to repay his effort by a review of his book.

The authors of *Some Famous Sea Fights* are both American naval officers of high standing. They have selected eight sea fights for description: Salamis, Svold, the Spanish Armada, Gibraltar, the Nile, Mobile Bay, the Sea of Japan and Jutland. The selection was guided, according to the authors, by the desire to show sea-power at widely-spaced epochs and to bring on the scene every great historical navy at least once, avoiding any magnification of our own naval history.

The descriptions are rather technical than otherwise. What layman, for instance, knows off-hand the difference between galleys, galleons, galiots and galleasses? A glossary of terms would not have been amiss for the general reader. One or more sketches accompany the description of each battle and it is interesting to the army officer to see how the immutable principles of land warfare are equally applicable at sea. The flank attack, the massing of strength against the opponents' weakness, reconnaissance, surprise, moral ascendency and aggressiveness have all played their part in naval victories. One is struck particularly by the age-old tradition of the sea, which requires a captain to fight his ship to the last gun against overwhelming odds and, when even that is silenced, to open the sea-valves and go with his crew (of sometimes several hundred men) to the bottom, with colors flying, the band playing and all hands singing, rather than surrender to the enemy.

The description of each fight is oriented by the inclusion of the main features of the general situation existing at the time both afloat and ashore.

Record Flights. By CLARENCE D. CHAMBERLIN. 286 pp. Illustrated. Dorrance & Company, Philadelphia. $2.50.

The first of March released from the printers another book written by a trans-oceanic flyer, Clarence D. Chamberlin, telling chiefly of the adventurous flight to Europe, and relating many humorous anecdotes of this and other flights, and experiences that happened to have come his way.

The first part of the book takes up his record-breaking endurance flight with Bert Acosta as his flying partner in which they beat the Frenchmen, Droulin and Landry's mark by nearly six hours, and established for themselves a record by staying in the air for 51 hours 11 minutes and 25 seconds. He continues with his dealings with Charles A. Levine in preparation for his flight to Germany and finally the flight itself, and almost disastrous landing on German soil, where both Chamberlin and Levine were welcomed with the hearty and enthusiastic delight of the German people.

The second part of the book is a biography of himself, the son of a town jeweler and watchmaker of Denison, Iowa. At the beginning of the war he decided to become an aviator, and immediately applied for the heavier-than-air division where he received his army training and skill that began his famous career, which marks him as one of the leading aviators of the world today. He tells of the typical experiences after the war during what are known as the lean years in aviation, often not knowing where his next nickel was coming from, which he says was the usual rather than the unusual life of an aviator of that time, until the wonderful flight of Colonel Charles A. Lindbergh started the upward trend of commercial aviation as it stands today.

Record Flights is a lively, entertaining and in many ways a very enlightening book, cleverly and amusingly written in the natural manner of a barnstorming pilot.

The Legion of the Damned. By BENNETT J. DOTY. Illustrated. 298 pp. The Century Co., New York and London. $3.00.

For those who take particular pleasure in the reading of adventure, Bennett J. Doty in his "The Legion of the Damned" offers as entertaining and absorbing a tale as has come our way in many a moon.

The author has written of his actual experiences while serving in the French Foreign Legion, which is probably considered one of the most unique and fascinating organizations of its kind in the world; drawing into its ranks men from all walks of life and from all nationalities. In the beginning of his book, Doty tells of his enlistment in the Legion and promises "all the dramatic experiences that have befallen me since that day will be told with absolute truth and fidelity in this book. They will be told with no reservation, no pinkish glossings-over, but also without exaggeration. I wish the book to be a true human document."

This young soldier of fortune has experienced all the best and the worst of life as lived in the Legion, from the severe discipline in days of training, the deadly monotonous and utterly fatiguing work during peace days, to the glories of heroism for which he received the Croix de Guerre. He has written most entertainingly and informingly of the life of the Legionnaires who are a "hard, brawling, tough, dissolute lot; but demons for fighting we found them, and good comrades in stress and combat." He describes many thrilling conflicts with the Druses in which these hard boiled fugitives from justice who were usually an insubordinate, drinking and quarreling lot, were completely changed into the bravest, most enduring, self-sacrificing and obedient of men. An authentic and engrossing book.

The Arabian Stud Book, Vol. III, 1927. Published by the Arabian Horse Club of America, 1580 Woolworth Building, New York, N. Y.

This book contains a preface by Mr. W. R. Brown, president of hte Arabian Horse Club of America, a short history of the Arabian horse by H. K. Rush-Brown, the secretary of the club, an article on the standard conformation and type of the Arab, a description of the principal strains of Arabian thoroughbred stock, the constitution, rules of registration and application for membership in the club, and lists of reference books, abbreviations, owners of living horses and registrations, the last constituting, of course, the bulk of the book.

History of the Great War, based on British official documents, Volume III, Military Operations, France and Belgium, 1915. Compiled by BRIG. J. E. EDMONDS (retired) and CAPT. C. G. WYNNE. MacMillan & Company, London, Price, $5.00; case containing maps, $2.25.

Reviewed by Major C. A. Schimelfenig, Ord. Dept.

This volume covers the activities of the British Expeditionary Force during the winter of 1914-15 and the spring of 1915. The allied plans for the spring campaign in 1915, the Battle of Neuve Chapelle and the 2nd Battle of Ypres are covered in detail and a chapter is

devoted to the expansion of the Army and the development of the supply of munitions up to the formation of the Ministry of Munitions.

This account is authentic and is issued by direction of the Historical Section of the Committee of Imperial Defense. All details have been checked against the French and German records. Notes furnished by the German Reichsarchiv and extracts from Schwarte's "Der Grosse Krieg" are appended to each chapter.

The account of the Battle of Neuve Chapelle March 10-13, 1915, is interesting as it was the first carefully prepared attack by the British against the German trenches. An artillery time table was used for the first time as well as objecive maps and the artillery barrage. All subsequent attacks to the end of the war were based on methods developed at Neuve Chapelle.

Half of this volume is devoted to the account of the 2nd Battle of Ypres which began April 22, 1915, and ended May 25, 1915. The first gas attack of the war was delivered by the Germans against French Territorial and Algerian troops who were holding the line on the British left. The attack was a complete success and a gap of 4½ miles was left open by the retirement of the French troops. The Germans made a penetration of 2¼ miles but stopped due to lack of reserves to convert the "break-in" into a break-through and because the effects of gas were underestimated. The determined resistance of the Canadian troops on the right of the gap deterred exploitation of the German success. The description of the remainder of the battle is devoted to accounts of the desperate efforts of the British to regain their lost positions and of the limited objective attacks launched by the Germans.

Many valuable lessons were learned by the British during this battle: the need for abundant supplies of ammunition, the loss of control by higher commanders after an attack is launched, the inadequate communications system and the necessity for immediate counter-attacks by local reserves. If the counterattack is delayed until reserves of higher units are brought up, then a prolonged and heavy bombardment is required.

The shortage of heavy artillery and the totally inadequate supply of ammunition, particularly high explosive, rendered the British attacks impotent against an intrenched enemy apparently equipped with an abundance of each. At the close of the battle the total number of rounds of high explosive ammunition available for the whole British Expeditionary Force on the lines of communication were: 18-pounder, 272; 4.5 inch, 536; 4.7 inch gun, 2338; 5 inch howitzer, 1620; 60-pounder, 379; 6 inch Howitzer, nil; 6 inch BLC, nil; 8 inch Howitzer, nil; 9.2 inch Howitzer, 612; 15 inch Howitzer 10. Offensive operations ceased until the ammunition reserve could recover.

This volume is well illustrated with sketches showing the various positions for use by the average reader and is accompanied by a case containing maps for use by the student. It is an excellent book for the military student and should be in every well-equipped World War library.

The Rough Riders, A Romance of Theodore Roosevelt and the Spanish War.
By HERMANN HAGEDORN, 508 pp. Harper and Bros. $2.00.

This romance combines the historical episode of the participation in the Spanish-American War of the 1st Volunteer Cavalry, or Rough Riders, and their famous leaders, Leonard Wood and Theodore Roosevelt, with the love stories of two contrasting types of couples, one from the east, the other from Texas. Both are interesting, but it is doubtful if the book, especially in view of its length, is improved by the inclusion of both. The story of Roosevelt and his Rough Riders alone is sufficient romance for one book.

The author has spared no pains to supplement his personal knowledge of the events narrated by consulting all other available sources of information. The result is an historically accurate novel. The picture of Roosevelt is an intimate and lovable one, which serves to further humanize a great American who is already one of the most human of all our national heroes.

The story parallels so closely the motion picture of the same name (in the taking of which the 1st Cavalry Brigade participated at Fort Clark, Texas) that it is quite evident that one has been taken from the other, although it is not known which is the original.

The Rough Riders would make an excellent addition to any company, troop or battery library.

A Greater than Napoleon, Scipio Africanus. By CAPTAIN B. H. LIDDELL HART, 280 pp., with frontispiece and maps. Little, Brown and Company. $3.50.

Captain Liddell Hart, an Englishman, is military adviser of the Encyclopaedia Britannica, and is well known as a correspondent, critic and writer on military and historical subjects.

His book on Scipio Africanus is more than a biography; it is also a serious military study. The career of Scipio, according to the author one of the least appreciated of all great military leaders, is treated in its military aspects even more thoroughly than from its biographical and political angles, which are nevertheless fully covered. Interest is heightened by the author's comparisons of Scipio's methods with those of modern generals.

Scipio's entire military operations are clearly and simply explained from his first campaigns in Spain, in which he defeated successively the principal of Hannibal's lieutenants, to his final rout of the great Hannibal himself at the very gates of Carthage. The description of all his battles is complete. He was the first great leader to discover the importance of strategy, to recognize the fact that success can sometimes be achieved without the "destruction of the enemy's armed forces on the battlefield" and to realize that slaughter is not necessarily synonymous with victory.

In reading of the strategy of the Spanish campaigns, the reader is warned that the general map illustrating this part of the test is to be found some fifty pages farther on in the book.

Scipio's tactics on the battlefield were always successful. He paid strict attention to all the principles of war as laid down in our training regulations, except that of simplicity. His stratagems and ruses were not simple, but they were based on the conditions at hand, not the least of which were the characteristics and greater numbers of his opponents. His favorite maneuver was the double development. Being almost always outnumbered, he did not hesitate to offset this disadvantage by resorting even to complicated maneuvers. As the United States has not been outnumbered in any of her recent wars, we have been successful with simple maneuvers, but Lee divided his forces successfully in front of Grant, and other great generals have done the same. Some day it may be necessary for us to offset numerical inferiority by stratagem.

Major General Sir Frederick Maurice says of this book: "Captain Liddell Hart has taught us to expect from him thought and originality. In his latest book we have both. He has done the military world a service in rescuing Scipio Africanus from comparative oblivion. The author has more than justified his book. His studies of Scipio's campaigns are lucid and full of lessons in leadership. He shows us Scipio as a master of tactics, and makes good his claim that Africanus is one of the creators of the art of strategy."

The book should be in every complete military library.

Aerial Photographs, Characteristics and Military Applications. By FIRST LIEUTENANT DACHE MCC. REEVES, Air Corps, U. S. Army, 312 pp. Profusely illustrated. The Ronald Press Company. $5.00.

This book is one of a series, published and to be published on aeronautical subjects under the editorship of Lieutenant Colonel C. deF. Chandler, retired, and known as the "Ronald Aeronautic Library." The author of this volume is an expert and former instructor in his subject.

The book is divided into two parts: first, characteristics of aerial photographs; and,

second, military applications of aerial photographs. The first part is clearly and simply treated and profusely illustrated. While not required to know the more technical phases of aerial photography, the line officer must neglect no opportunity of increasing his working knowledge of the use of this new branch of military information, which is destined to be of more and more value in the future. In this opportunity for self-improvement of the line officer lies the book's greatest value.

The second part, military applications of aerial photographs, is, as might be expected, not so good as the first part in which the author confines himself to his own specialty. In neglecting to include a chapter on aerial photographs in cavalry operations, the author has overlooked one of their most prolific probable future uses. Since cavalry operates farther forward than any other branch, except the air corps, from the center of gravity of the army, it will necessarily be relatively more dependent on the use of photographs, as compared to laboriously made maps, than will the other branches of the service. Furthermore, there are not lacking examples of the use of aerial photographs with cavalry, already worked out in peace-time at the Cavalry School and other places, where our cavalry and air forces have had opportunity for joint training.

The Remount. November, 1927.

In *Equine Types—A Study of Origin*, the author, Doctor John Ashton discusses in a most interesting way the origin of the thoroughbred and of its progenitor the Arab. The origin and characteristics of the trotter conclude the article. To one not familiar with the famous sires whose characteristics are stamped upon our thoroughbreds of today we can not too highly recommend this masterly study. The splendid photograph of *Spearmint*, the Derby winner of 1906, which adorns the article, is worth studying as a type approaching perfection in thoroughbred conformation.

Mr. Topliffe Sawyer in an article entitled *A Brighter Dawn for the Steeplechase Horse*, discusses the increased interest in steeplechasers and gives some of the reasons therefor. The increasing number of races for steeplechase horses will tend to build up a better stock of thoroughbreds, and cause owners to breed for size, quality, endurance and general sturdiness. In the opinion of the author this stock should be valuable in helping to overcome the strain made upon the expensive flat racing stock which is allowed to race before getting its full growth.

Mr. A. J. Culbertson describes the *1927 National Horse Show*, Mr. Edwin Phillips Kohl the *Brilliant Amateur Sport on New Westchester-Biltmore Course*, and Mr. C. J. Fitzgerald the *1927 Metropolitan Racing Season*. The illustrations for all of these articles are excellent and serve to add beauty to a most interesting issue of the *Remount*.

The Remount. January, 1928.

In this issue, Major Henry R. Smalley discusses the *Fundamental Principles of Equitation* in a very interesting way. The author's reasons for a stiff jaw and how to overcome this defense, indicate that generally the rider is at fault. His interpretation of the principles laid down by Fillis clear up many misconceptions which must have arisen in the minds of those who have read "Breaking and Riding." The article shows in a practical way how to command the length of stride as well as the rate of progression.

Any horseman would be proud to posses the colored prints illustrating the article, *"Ned King"—Sporting Artist*, by Mr. A. J. Culbertson. The description of how colored etchings are made is very informative. Other articles are: *Breeding Morgan Horses—Today*, by Mr. John O. Williams, which sets forth the objective of modern Morgan horse breeders: *News and Notes of Thoroughbreds*, by Mr. Topliffe Sawyer, a chatty discourse on the performance of the get of famous sires during the 1927 season. It is interesting to note that *Fair Play*, famous sire of *Man of War*, leads the list of sires of winning throughbreds for last year. Mr. Sawyer also discusses the subject of betting at tracks and the performance of *Billy Barton*, champion cross-country horse of the United States.

The Cavalry Journal. (Great Britain.) January, 1928.

In this issue of the Journal, many good pointers on buying and training polo ponies are presented in *Ideas on Breaking Polo Ponies,* by Lieutenant Colonel Hobson. Since most of our officers must make their own ponies this article should be read with interest. The author gives very practical suggestions some of which are entirely new. His ideas on what to look for in buying a green pony are particularly valuable, and if carefully followed, should prevent one from wasting time and money on polo prospects which from the beginning are unsuited for the game. Another interesting article on horses is *Prejvalsky's Wild Horse,* which gives a description of this rare equine species and makes some deductions as to the part it has played in the ancestry of modern breeds. From the photographs accompanying the article it would appear that the animal has certain well defined characteristics of the donkey.

Interesting additions to the part played by cavalry in the World War are contained in an account of the operations carried out by the *Mhow Cavalry Brigade* on December 1, 1917, and of the *Indian Cavalry at Aden* on March 8, 1917. The Mhow Brigade moved forward, mounted, secured Villers' Ridge and held this position until withdrawn. After securing its objective this unit delivered several local attacks, dismounted. The action illustrates in striking degree the use of mobility to get forward and secure the objective, and the use of fire power to hold the advanced position. The forward movement was made through gaps in the wire or by actually jumping this obstacle. The action at Aden illustrates the usefulness of cavalry in maintaining contact with an enemy and forcing his small patrols to remain within their own lines. Although the author states that Aden was a side show, it would appear that the cavalry performed an important mission in this theater of operations.

The Royal North-West Mounted Police presents a brief history of this famous organization. The author pays tribute to the grand traditions of the Police and enlivens his article with stirring examples of the work done by its members in the far off provinces of Canada. An article entitled, *Accidents—By Flood and Field* is worthy of perusal by those who may be called upon to ford streams with cavalry. Two amusing articles are *Beasts of "Whatever Description"* and *Very Irregular Cavalry.* The latter presents some personal glimpses of the Bashi Bazouks during the Crimean War.

Memorial de Caballeria. (Spain.) October, 1927.

Reviewed by First Lieutenant C. C. Clendenen

Memorial de Caballeria consists very largely of translations, principally from the French.

The October issue contains a continuation of an article begun in a previous issue discussing the military features of the ruins of Numantia and of the tremendous works constructed by the Romans in their seven-year siege of that city. The author, who is anonymous, considers that Publius Cornelius Scipio executed works comparable to or exceeding those of Caesar before Alesia.

This issue also contains extracts from *Our Cavalry in Morocco,* by Captain Moslard, of the French Army, which appeared in the *Revue de Cavallerie* for July-August. Most of the lessons drawn from the Morocco campaign are already familiar to American cavalrymen. Some few of these lessons are as follows:

1. Cavalry must not be frittered away acting as escorts to staff officers, etc.
2. Machine guns must prepare and protect an attack. They must, however, be protected from infiltration.
3. A retirement should be made, usually, by successive echelons.
4. It is dangerous for small forces to camp several days near a center of population the inhabitants of which may be hostile.

The *Present State of the Pure Arab Horse* is a translation of the report of a French commission which visited the Near East in 1925. The commission encountered some difficulty in identifying pure-blooded Arab stallions, but also located districts in which the Arab of legend is still procurable.

The Sport of Polo is an article by General Merry, for beginners at the game. It traces the introduction of polo into spain to the English residents of Jerez de la Frontera. The article reviews, briefly, the known history of polo from the earliest times, and gives a résumé of the rules.

Revue de Cavalerie (France), November-December, 1927, and January-February, 1928.

Reviewed by Major W. E. Shipp, Cavalry

These numbers contain two German estimates of the cavalry taken from the *Militar-Wochenblatt;* one by General von Seeckt, the organizer of the Reichswehr, and the other by General Baron von Rotberg.

Von Seeckt admits that the day has passed when numerous cavalry corps can be employed in mass but to conclude, that cavalry divisions are, after the events of the last war, superfluous and even a nuisance is certainly an error based upon superficial observation. He rather amusingly says that in allowing Germany 18 regiments of cavalry, and 21 of infantry, the Allies hardly had his country's interests at heart, but that he has never regretted this proportion. He stresses the necessity of giving soldiers more training in the cavalry than in the other arms; the importance of morale, equitation and swimming; combat on foot; the instruction of pioneers; the error of allowing officers to transfer from one branch to another, and the impossibility of improvising cavalry in war. A very readable article.

Von Rotberg's opinions are based on personal observations during the War. He believes that the importance of cavalry has been reduced in reconnaissance but increased in combat. The war showed that the German cavalry was deficient in organization, training and armament. Some of the major points brought out by the author are:

1. The cavalry squadron should have at least 200 men—the equivalent of an infantry company.
2. The constitution of a cavalry division after mobilization is a grave error.
3. The artillery group of a cavalry division should consist of 2 batteries of light mortars and 1 of guns.
4. The lance is obsolete. The principal arms of the cavalry are the machine gun, the machine rifle and the rifle.
5. Numerous horseshoers should be trained in peace.
6. Combat instruction is the essential thing.
7. Led horses are usually placed much nearer their units on maneuvers than in war—a dangerous tendency.

Major Michoux contributes an interesting article in two parts, on the battle of Haelen, the first great cavalry combat of the War. He believes that the absurd charges of the Germans in this battle opened their eyes to their tactical mistakes and caused their cavalry to avoid mounted combat in the future on the Western front.

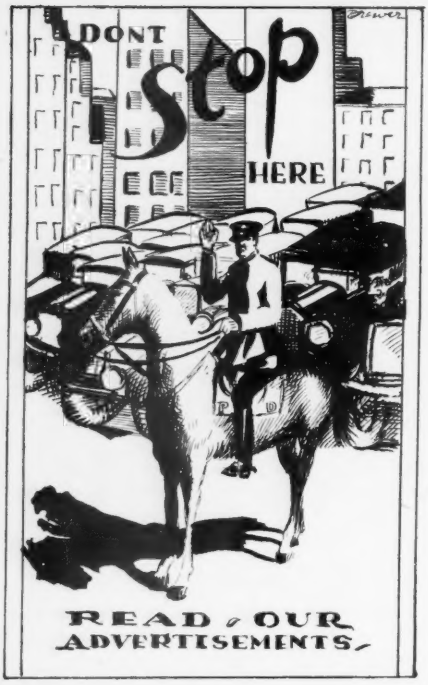
Captain F. Gazin concludes his valuable article on *The Russian Cavalry During the First Days of the War.* He shows clearly the failure of leadership, the usury of effectives by reconnaissance in force, the failure to live off the country, and the final wearing out of all horses by excessive work.

Major de Cosse-Brissac in *A Regiment of Cavalry Under the Ancien Régime. Dauphin-Dragons,* describes the life in a dragoon regiment in 1788 and concludes that there is nothing new under the sun and that the greater part of the instructions and doctrines in the French Army date from that period. Very entertaining. Such an article about one of our own regiments would undoubtedly be of interest.

In the *Sporting Chronicle* accounts are given of the international horse shows in Lucerne, Rome (translation from *Il Cavallo Italiano*), Geneva and New York, and also of the first endurance ride in France since the War—that held from Paris to La Baule. At Lucerne and Geneva, the French teams repeated their triumphs at Rome, Nice and San

Sebastian. A full and impartial account is given of the New York show. The faliure of the French to repeat their triumphs of previous years was due partly to the improvement of the Canadian and American teams and partly to the unsatisfactory stabling arrangements at the Garden. The American team had 20 heavy jumpers, which were well trained and well ridden. The French team was very cordially received by every one.

Other articles in these two issues include: *Observation in the Division Reconnaissance Group*, Capt. Pommares; *Notes on the Employment of Cavalry in the Levant as Shown by Missions Performed by the 6th Spahis in* 1925-1926, Capt. Kuntz (the successful accomplishment of many missions by this regiment); *The 5th and 6th Hussars at Rethel, August* 30, 1914, v. Lt. Desazars de Montgailhard; *Operations in Quezzan in* 1927. *Study of a Cavalry Action*, Major Cristiani; and *Essay on the Infantry Division Reconnaissance Group*, Major Boussert.



OFFICERS'

Boots and Leggings

Made in England of fine selected calfskin—made to fit you perfectly in 48 hours in our own Custom Shop.

BECKERS

WASHINGTON, D. C. Established 1876

PORTABLE ELECTRIC CLIPPING AND GROOMING MACHINES—

Hanging and pedestal type

Clips and grooms horses, mules and cattle.
Clipped horses work, feel and look better.
Machines operated on the light circuit furnished by any Electric Light and Power Co. or on any make of Farm Lighting Plant.

Illustrated Price List on Request

GILLETTE
Clipping Machine Co., Inc.
129-131 W. 31st St., N. Y. City
Dept. C.

BY APPOINTMENT TO H.M. KING GEORGE V.
Established 1790

PEAL & Co.
487 OXFORD ST.
LONDON,
ENGLAND.

MILITARY
POLO
HUNTING
BOOTS
SPURS
WHIPS
CROPS
KIT BAGS & CASES
REPRESENTATIVES ITINERARY IN U.S.A. SENT ON REQUEST